

How Wonderful the Patented Super-Six Principle. It is responsible for the largest selling 6-cylinder cars in the world. After ten successful years, the patented exclusive Super-Six principle to-day is responsible for Hudson-Essex being the largest selling 6-cylinder cars in the world. How amazing this supremacy to endure so long. New cars, types, and designs succeed each other at breathless rate. Yet, year after year, the Hudson Super-Six with its unchanged patented principle remains the largest selling fine car in the world.

Touring \$41,500 Coach \$41,500

Including complete special equipment

THE DRAGON MOTOR CAR CO., LTD.

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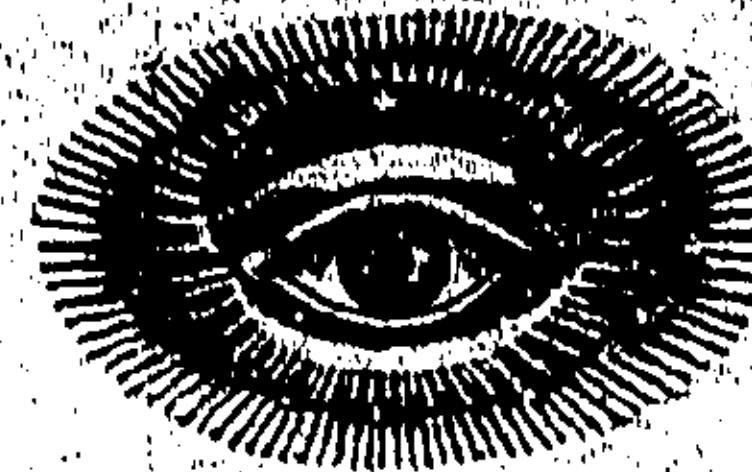
China Mail

ESTABLISHED 1842

No. 20,056

HONG KONG, SATURDAY, MARCH 12, 1927.

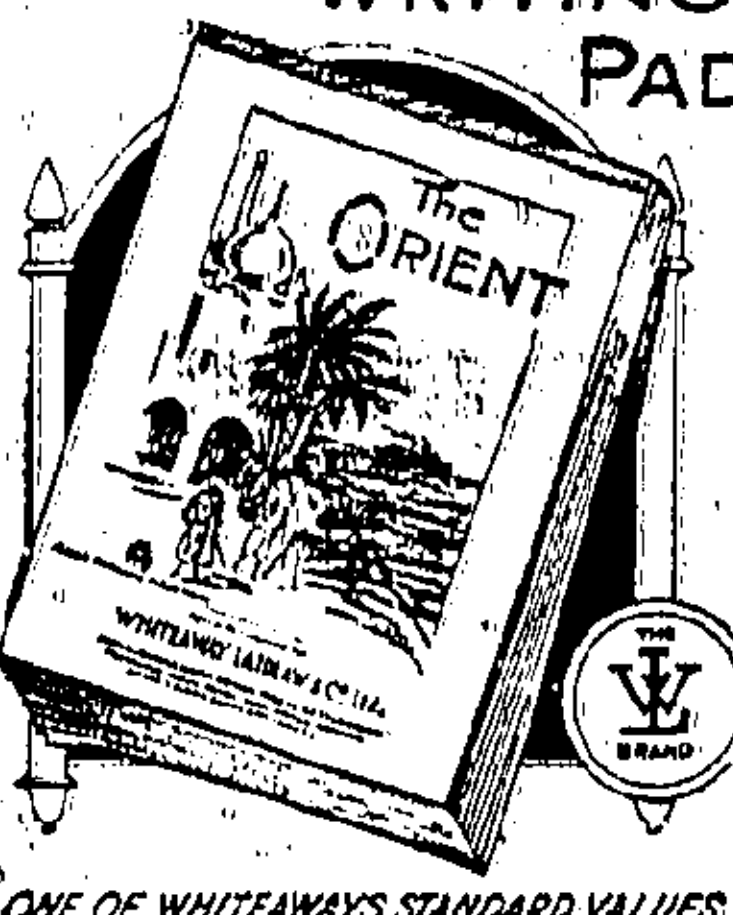
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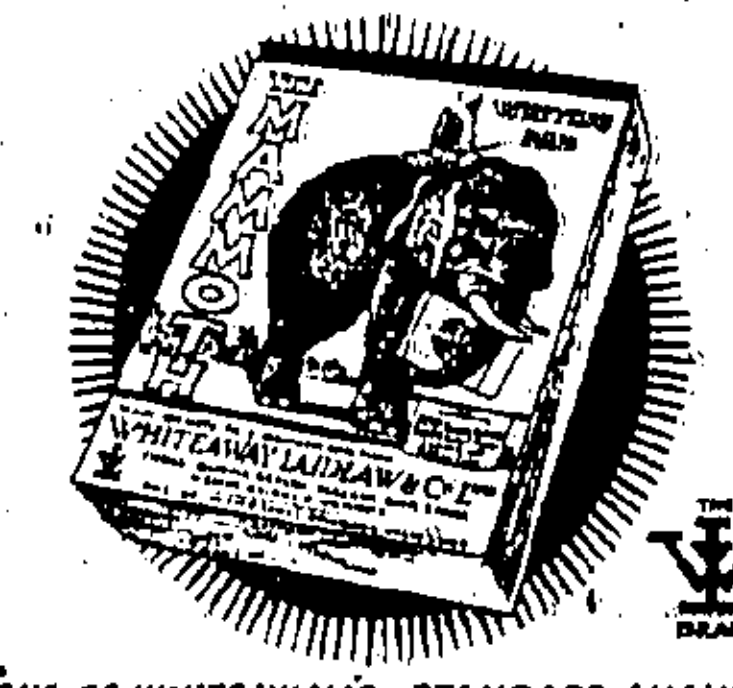
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WRITING PADS
"THE ORIENT"
WRITING PAD



ONE OF WHITEWAYS STANDARD VALUES

The "ORIENT" WRITING PAD contains 100 sheets of good quality cream paper, ruled both sides, a very economical pad. The writing does not show through. Size 10 by 8 inches.

Price 75 cts. each.



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THE "MAMMOTH" PAD UNBEATEN AT THE PRICE Contains 200 sheets ruled faint bank paper, complete with blotting paper. STANDARD VALUE PRICE 50 cents each. 2 for \$1.00

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HANKOW RIFT.

The Nationalist Split Grows.
EXTREMISTS IN CONTROL?

The following wireless messages have been received by the local naval authorities:—
The situation remains unchanged at Ichang.
The Ichang Labour Union have answered the letter sent in reply to their demands following the clash between Bluejackets and stevedores on the s.s. "Tung Wo," reducing their demands.
Large demonstrations in memory of the second anniversary of the late Dr. Sun Yat-sen's death have been arranged for to-day (Saturday).
According to a message from Hankow, the split between the Moderates and Extremists of the Nationalist party there has left the Extremists in control.
To-day will be observed in Hankow as a Sun Yat-sen Memorial holiday.
Troop movements downriver continue.
Business has been resumed at Wuhu and the Customs have temporarily opened.
There appear to be no anti-foreign demonstrations or feeling in evidence at Wuhu and the local authorities have "taken action" in the matter of looters.
Demonstrations in observance of the late Dr. Sun Yat-sen's death are being arranged for to-day.
Anhui troops are being replaced by Cantonese and the fourth Army has proceeded to the North Bank of the river.
Chen Tse-yung has proceeded to Kiukiang.
Troops and stores continue to be moved across the river at Nanking, and at Kiukiang troops are crossing to the North Bank of the river.

EARLIER MESSAGES.

The Coldstream Guards in Shanghai.
Shanghai, March 11.
Pouring rain greeted the Coldstream Guards when the Second Battalion landed on Chinese soil for the first time this afternoon, and headed by their band, marched five miles to where billets had been prepared at Jessfield Park.
Admiral Tyrwhitt, accompanied by General Duncan, took the salute at the entrance to the British Consulate, where British subjects mostly concentrated, and as the Coldstream Guards swung along through the rain, they were welcomed by rousing cheers by their countrymen.
The fine physique of the burly Guardsmen evoked general admiration of the mixed crowd of Chinese and foreigners, which lined the Bund and Nanking Road. The men were in the pink of condition and cheerful. They will constitute a most useful addition to the Defence Force.—Reuter.
Italian Marines.
Taranto, March 11.
The auxiliary ship "Volta" is leaving for the Far East, with marine units aboard.—Reuter.

YARN AND CLOTH.

HOW TRADE SHOWS BIG IMPROVEMENT.
PROBLEM OF COMPETITION.
London, March 11.
Presiding at the annual meeting of the Federation of Master Cotton Spinners Association at Manchester, Mr. Fred Holroyd said that 1927 had seen a very considerable return to the trade in yarn and cloth, but prices were not quite satisfactory. The continuance of such trade would soon see the mills and weaving sheds full. Production portents for the future were very bright.
The Federation strongly opposed ratification of the Washington convention for forty-eight hours and held the opinion that even if competitors ratified it, it would probably be conditional on the right under special circumstances to work longer hours which would not be permitted in Britain.
Quoting a week's figures showing that America consumed four times as much American cotton as England, while Japan, Germany and France each consumed more than half the quantity used in England, the speaker declared that it was beyond comprehension how people in the trade could contend there was no competition to fear.—Reuter.

POSTERS SEIZED.

Police Action on S.S. "Fatshan."
CREW REFUSE TO SAIL.

Two posters with Chinese written characters were removed by the Police this morning from the s.s. "Fatshan" (owned by the China Navigation Co., Ltd.) when she was alongside the Steamboat Co.'s wharf. The native crew refused to sail until the posters were returned to them.
On the 'tween deck amidships were about ten posters of the type now prominently displayed at every street corner in Canton. They had been put up for the second anniversary of the death of Dr. Sun Yat-sen. Most of them referred to the late Dr. Sun's principles, or to the so-called claims of Labour. One of them, broadly translated, said: "The three great principles—an alliance with Russia, an alliance with Communism, the triumph of Labour." These posters were not seized. The two posters seized were of a very different character.
No Untoward Incident.
Police officers on wharf duty drew attention to the posters prior to 8 a.m., the hour when the ship was to sail.
The branch of the Seamen's Union on the "Fatshan" also held a meeting on the lower deck. Reinforcements arrived from Police headquarters under Mr. T. H. King (Director of Criminal Intelligence), Mr. L. H. V. Booth (A.S.P.) and Chief Detective Inspector T. Murphy, who were accompanied by Mr. R. A. C. North, chief assistant to the Secretary for Chinese Affairs.
There was no untoward incident nor was any arrest made. The crew announced that they would not work for the ship's departure until the two posters were handed back to them. Some of the passengers got off the boat but the majority and the cargo remain aboard.

A NEW ERA.

RADIOPHONE DIPLOMATIC INTERCOURSE.
LONDON TALKS WITH CUBA.

London, March 11.
A new era in diplomatic relationship was inaugurated to-day when the Cuban Foreign Minister at Havana conversed with Mr. G. Locker Lampson, Under Secretary for Foreign Affairs, at the Foreign Office, London, over the wireless telephone, inaugurating telephonic communication between London and Latin America.
Mr. Locker Lampson, acknowledging the Cuban Minister's message, said this wonderful development of wireless telephony could not fail to bring Cuba and Britain closer.—Reuter.
Ministers Converse.
Rugby, March 11.
Public telephone communication by wireless between London and Havana, Cuba, was inaugurated to-day.
The first conversation took place between the Cuban Secretary of State and Mr. G. Locker Lampson, British Under-Secretary for Foreign Affairs.
In warmly reciprocating the good wishes conveyed by the Secretary of State from the President and Government of Cuba, Mr. Locker Lampson said the development of wireless telephony could not fail to bring Cuba and Britain nearer together, and to strengthen the mutual friendship between the two countries which had many interests in common.
The Cuban Minister in London, was present and conversed with the British Minister in Cuba.—British Wireless Service.

WEATHER FORECAST.

Till noon to-morrow, the following official weather forecasts have been made:—
Hong Kong and adjacent coast, Formosa Channel, moderate S.W. or variable winds, generally overcast.
Hong Kong to Hainan Islands, S.E. winds, moderate.

MADAME BORODIN.

Treated With Greatest Courtesy.
THREE COURIERS WELL.

Peking, March 11.
The Foreign Affairs Commissioner at Tsinan-fu has wired the Foreign Office stating that Madame Borodin and the three diplomatic couriers are all being well treated there.
Foreign messages from Tsinan-fu declare that the lady is being treated more like a distinguished guest than a prisoner.—Reuter.
Soviet's Warning to Peking.
Shanghai, March 11.
A second strongly worded note of the Soviet Government warns the Peking Government that the violation of the safety of the couriers seized on the "Pamiat Lenina" will compel the Soviet Government to take exceptional measures.—Reuter.

JAPAN ACCEPTS.

A 3-Power Naval Conference Assured.
Tokyo, March 11.
The Cabinet has decided to accept the American invitation to a tripartite naval conference.—Reuter.

"FATHER OF THE REPUBLIC"



The late Dr. Sun Yat-sen the anniversary of whose death is being observed to-day.

EXPORTS DOWN.

EFFECTS OF THE TROUBLE IN CHINA.
Rugby, March 11.
British exports during February amounted to \$52,987,000 showing a decrease of nearly

WORLD FLIGHT.

Portuguese Airman's Next Stage.
Buenos Aires, March 11.
"La Nacion's" correspondent at Bolama, Portuguese Guinea, wires that Major Sarmiento Beires, the Portuguese airman flying round the world in a seaplane has taken off for Natal, Brazil.—Reuter's American Service.

\$10,000,000 compared with February of 1926.
Imports amounted to \$93,851,000 showing a reduction of over \$3,000,000.
Of the decrease in exports \$4,000,000 was accounted for by the decline in cotton yarns and manufacturers.
Much of the drop in exports is attributed to the troubles in China.—British Wireless Service.

Paris, March 11.—The Chamber of Deputies has voted its confidence in the Government by 398 to 160 votes.—Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand to-day was 1/11 11/16

NATIONALIST SPLIT.

Chang Kai-shek Still Supreme.
CHINA'S SOLDIER OF THE HOUR.

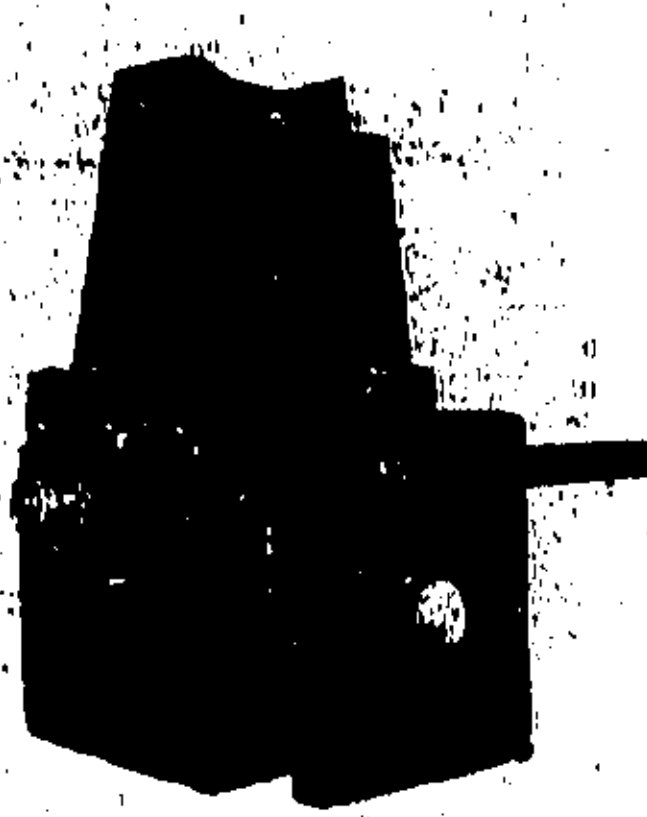
[By "Li Chung-yin"]
Will the opposing factions in the Chinese Nationalist Party break out into open strife? Such a question must be engaging the attention of all connected with the present civil war in China. Marshal Chang Tso-lin and his supporters in the North are bound to be following developments very closely, and his clique may even be in negotiation with one or other of those who count in the Cantonese councils.
Be that as it may, it is difficult to realise how any section of the Kuomintang, political or military or labour, or a combination of all three, can challenge the power of General Chang Kai-shek, who is Commander-in-Chief both in name and fact.
Names Mean Little.
Names applied to the various sub-parties are apt to be misleading. Military and political, left and right, moderates and extremists have all been used. Strictly, it is incorrect to say that there is one party in direct opposition to another.
At one time, the term "Right" (meaning Moderates) and "Left" (meaning Extremists, or those whose purposes were best suited by working with Soviet Russia) generally covered the political differences of Canton's leaders.
To-day the question of Communism is not paramount. Both sides are still ready to make use of the Russians without committing themselves too far. And in this may lie the underlying reason why China (or Southern China) is unlikely to embrace Bolshevism.
Moscow's Part.
The leaders want to be leaders themselves. Subservience to Borodin would mean loss of authority; but in party intrigue and in a struggle against the North any help is welcome.
There are indications at present that Moscow is not prepared to go as far as she has done in the past. Nevertheless, propaganda and other methods are being kept up.
In putting Kwangtung province on her feet preparatory to setting out on the invasion of Central China, General Chang Kai-shek spared neither colleague nor partisan to achieve his object.
Man of Action.
His declaration of supreme loyalty to the Kuomintang (as broadcast by a Nationalist Agency) reminds one of his former actions. His famous "resolutions," which were accepted by the highest council without quibble, stripped the Communist elements of many privileges. Before that he had curbed the Moderates in no uncertain manner.
Chang Kai-shek's policy has been to use, wherever possible, his own men so that the highest efficiency can be attained. He is not definitely opposed to politicians and labour leaders merely because they are such. Should any stand in the way of Nationalist progress, he sets about to have them removed from office. And his interpretation of progress for the party is not necessarily acceptable to others.
Tide of Dissatisfaction.
Rumours have always been current that a tide of dissatisfaction had set in in Euphrat province, in which is Hankow and other important cities.
General Tang Seng-chi, commanding the 8th Nationalist Army, is the "strong man" there. Viewing matters materially, it was his bid for the control of Hunan province which led to the war between Canton and Wu Peifu. His strength having grown extensively, he is said to resent alleged high-handed action by the Commander-in-Chief.
The fact of General Chang Kai-shek staying in Kiangsi province, instead of being more often at the seat of government (Hankow and Wuchang) is pointed to as evidence of disagreement between him and those in power.
Coveting Power.
Some time ago, the leaders at Canton tracked overland to set up a new organisation at Wuchang. A few never reached their destination, staying at Nanchang instead.

BRITON'S RIGHTS.

Free To Think What He Likes.
THE LAW AND IDEAS.

Rugby, March 11.
The House of Commons devoted itself to-day to a debate on a private Bill introduced by Captain Holt (Conservative) to prevent seditious and blasphemous teaching in schools.
Captain Holt referred especially to the teaching in certain Sunday schools, where he said proletarian children were organised for the spread of Communism.
Labour members combated the idea that there was any need for such a Bill. It was pointed out that the Home Secretary himself had stated that Communism was not illegal, and it was argued that any case of teaching sedition or blasphemy could be dealt with under the present law.
The Home Secretary, Sir William Joynson Hicks, declared that Socialism, as conducted by the Labour Party, was perfectly legal. He had no hesitation in saying that a Socialist Sunday school was an absolutely legal method of Socialist propaganda.
Anyone in the country could hold what views he liked as to the desirability of changing the constitution or as to the truth or otherwise of Christian religion. That was not sedition or blasphemy.
What they had to find out was where the dividing line came between the holding of ideas with regard to Communism or Christianity which were perfectly legal and the propagation of those ideas in a certain manner which might become illegal.
The present Bill aimed at making what was actually sedition or blasphemy a matter for summary jurisdiction instead of being dealt with by the cumbersome method of indictment.
He thought the Government had come to a right decision to allow a free vote of the House. The second reading of the Bill was carried by 218 votes to 35.—British Wireless Service.

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THORNTON PICKARD

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REFLEX

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F. 4.5
F. 3.5
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JAN—JUNE
1927

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HONG KONG.

TANG YUK, DIRECTOR
Residing at
No. 11, ST. JOHN STREET,
1A, D'AGUIAR STREET.
TERMS VERY MODERATE
Consultation Free.

number of other railway loans due in 1927 (i.e., part payments of capital and interest), but these are either doubtful or they have already been defaulted on previously. Amongst these are notable Shansi

Amongst these are notably: Shansi railway (Fr. 3,150,000), Pienlo (Fr. 3,298,000), Canton-Kowloon (£133,000), Lunghai (£178,000), Honan (£64,000), Taoching (£16,-

000) Szepingkai-Chonglatung (Yen
309,000), Kirin-Changchun (Yen
325,000), Treasury Notes, 1920
(Guilders 5,117,000 and Belg. Frs.
20,670,000), Treasury Notes, 1922

23 (\$84,000), Treasury Notes 1923 (Yen. 2,400,000) etc. Besides there are fairly large sums due in 1927 for payment of capital and interest.

for the supply of telegraph and railway material and under a variety of headings; as these are inadequately secured, they have been repeatedly defaulted on.

Record of Business Done.		
	High	Low
£	2/0%	2/5%
100	22%	22%

Yen	81%	78%
Gold Bars	397.90	379.60
Silver, London	26%	25.11/10

Silver, New York 57 1/2 55 1/2

The total output of the Kailan Mining Administration's mines for

the week ended February 26 amounted to 72,673 tons and the sales during the period to 79,973 tons.

Poultry

March 10; June, June
1927. 1948. 1944.
Cts. Cts. Cts.

.....	1b.	55	30	31
.....	"	45	28	30
.....	"	50	28	30
.....	"	45	22	21

... 班 場	each —	22	21
(ing)... 鴨 蛋	per doz.	80	18
(b)... 新 鮮 鴨 蛋	"	35	25
... 本 地 鴨	lb.	05	36

海	南	島	40	36	24
海	南	島	45	24	24
海	南	島	each 55	80	—
海	南	島	40	28	—

火火沙山	公	lb.	75	—	—
	總	"	65	51	45
	進	each	—	—	—
	箱	pair	\$2.20	—	—

each 40 — 2

..... 杏 仁 lb. 00 85

nia) ..	金山牌菓	"	22	24	—
)	新山香	"	8	4	—
.....	橘	"	—	12	—
.....	櫻	each	14	10	10

ca)	金山牌蝦	each	11	8	0
n)	荔枝干	lb.	32	25	30
	新會甜橙	"	12	—	—

腰沙花紅	梨生柿	20	—	16
腰沙花紅	梨生柿	14	—	—
腰沙花紅	梨生柿	14	10	12
腰沙花紅	梨生柿	—	12	—

.....	大	無	"	—	8	4
.....	運	神	each	14	12	6
.....	合	挑	lb.	16	—	15
.....	者	提	"	—	—	—

Vegetables, &c.

..... 鴉	..... 之	..... 竹	each	12	—	8
..... 牙	..... "	..... 朵	lb.	6	—	7
..... 有	..... "	..... 角	"	16	8	—

紅	每	each	2	8	8
舌	lb.	10	—	—	
清	"	8	5	9	
紅	"	8	5	8	

芥菜	each	8	5	12
萝卜	each	14	12	—
萝卜	each	—	—	—
大萝卜	each	18	—	—

all)	中細金塔	花	lb.	12	6	0
.....	奧	花	"	8	0	0
.....	奧	花	"	10	10	0
.....	奧	花	"	82	25	5

.....	銀椒	十	25	10	10
.....	紅椒	十	25	10	10
.....	青花	十	20	8	12
English ..	架厘材料	十	10	8	—
.....	.....	十	18	2	—

.....	瓜 瓠 菜	10	8	0
.....	.....	10	7	—
.....	.....	10	10	—
anghai	.....	80	8	4

.....	粟	米	"	8	45	—
.....	牛	桑	"	8	1	—
.....	馬	騾	"	10	—	8
ndarin.	桂林	馬騾	"	12	—	8

鮮	華	北	"	—	—	8
.....			"	—	1	10
.....	生	番	"	8	8	8
.....	生	番	"	8	4	0

上海	82	60	8
香港	5	8	—
日本	5	8	—
金山	5	8	—

.....	多紅大干	瓜仔	5	4	4
.....	多紅大干	瓜仔	5	—	—
.....	多紅大干	瓜仔	13	—	10
.....	多紅大干	瓜仔	10	8	—

Long)	見	榮	8	4	—
	香	和	8	7	—
	學	勝	5	0	—
	服	面	5	4	—

.....	瓜	1	—
.....	神	6	15
.....	...	8	6

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FOR SALE—Owner leaving Colony. Ford Sedan, built in England, owner driven. Done only 8,000 miles. In perfect condition. Any trial by appointment. Apply Lt.-Col. Stephen, Army Ordnance Depot, Queen's Road, East.

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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—

Hampden, from Tokyo.
Tato, from Tientsin.
Abdy, Yacht Warrior, from Paris.
Lyon, from Shanghai.
E. V. JESSEN,
Superintendent.
Hong Kong Station, Mar. 10, 1927.

EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO.

List of Unclaimed Telegrams lying in E. E. Telegraph Office, Hong Kong.
Petrovich, Kowloon, from Shanghai.
Meyer HanImpexco, from (Remscheid Bledinghausen).
Yatsinoda, from Tegal.
Shiner, from Victoria B.C.
Battor, from Bangkok.
D. D. Wood, Hong Kong Hotel, from Manila.
Cravath, American Yacht Warrior (2) from New York.
E. A. LEGGATT,
Superintendent.
Hong Kong, 10th March, 1927.

NOTICES.

HONG KONG ENGINEERING & CONSTRUCTION CO., LTD.
NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the Hong Kong Engineering & Construction Company, Limited, will be held in the Offices of Messrs. Shewan, Tomes & Co., St. George's Building, Charter Road, Hong Kong, on WEDNESDAY, the 23rd day of March, 1927, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1926, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 23rd March, both days inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.
Hong Kong, 8th March, 1927.

THE BANK OF CANTON,
LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the Company will be held at the Head Office, No. 6, Des Voeux Road, Central, Hong Kong, on WEDNESDAY, the 23rd March, 1927, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th March, 1927, to the 23rd March, 1927, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,
LOOK POONG-SHAN,
Chief Manager.
Hong Kong, 7th March, 1927.

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-EIGHTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned on MONDAY, the 28th March, 1927, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1926.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 14th to the 28th March, 1927, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers.
Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 7th March, 1927.

NOTICES.

SEALED TENDERS, will be received at the R.N. Hospital until 10 a.m. on the 21st March, 1927, from persons desirous of supplying Beef, Mutton, Poultry, Milk, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Tea, and other provisions, and necessities for the year ending 31st March, 1928.

Printed Forms of Tender and further particulars can be obtained at the R.N. Hospital.
The right to reject the lowest or any tender is reserved.
H. J. CHATLER,
Surgeon Captain, R.N.
R.N. Hospital, Hong Kong.
10th March, 1927.

SOCIETY OF ST. GEORGE,
HONG KONG.

THE ANNUAL GENERAL MEETING of the SOCIETY will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd. on FRIDAY, 18th MARCH, 1927, at 5.30 p.m.

For the following Purposes:—
(a) To receive the Report of the Committee and Statement of Accounts for the Past Year.
(b) To elect the Officers and Committee for the ensuing year.
(c) To consider the manner in which St. George's Day shall be celebrated.
(d) To transact any other business of which due Notice has been given.

All members are requested to attend.
R. E. GREENSMITH,
Hon. Secretary.
Hong Kong, 10th March, 1927.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING OF the SHAREHOLDERS in the Company will be held at the Company's Town Office, 2, Lower Albert Road, on SATURDAY, 26th MARCH, 1927, at Noon, for the purpose of receiving a Report of the Directors, together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 26th MARCH, 1927, both days inclusive.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hong Kong, 11th March, 1927.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

ST. JOHN'S CATHEDRAL,
HONG KONG.

March 13th, 1927.

2nd Sunday in Lent.
Holy Communion (8 a.m.)
Sunday School (10 a.m.)
Matins (11 a.m.)
Preacher: Rev. E. W. L. Martin.
Subject: "Christian Characteristics."

Evensong (5 p.m.) Preacher: Rev. N. V. Halward, M.C.
Subject: "Keeping in Touch by Prayer."

Thursday, The Holy Communion 7.45 a.m.
Choral Evensong & address by Rev. G. H. Hewitt, N.N. 5.45 p.m.

WESLEYAN METHODIST CHURCH.

Queen's Road East, Wanchai, (near Royal Naval Hospital).

Sunday, March 13th, 1927.
Services at 10.15 a.m. and 6 p.m.
Preacher at both services: Rev. J. C. Knight Anstey. Subjects: Morning, "Repentance: What is it?" Evening, "Finishing Touches" to Christian Character. Sailors' and Soldiers' Home, Arsenal Street, (Corner House). Chaplain's Meeting and Social Hour at 8.15 p.m.

FIRST CHURCH OF CHRIST, SCIENTIST.

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service 11.15 a.m.
Subject: "Substance."

Wednesday Evening Meeting at 5.30 p.m.
Reading Room at above address, open.

Tuesday and Friday 10 a.m. to 12 Noon.
Monday and Thursday 5 to 7 p.m.
The Public is cordially invited to attend the Services and visit the Reading Room.

MARTIN'S PILLS

APOL & STEEL
Sore and certain for all F. H. H. complaints. Every lady should have a box in the house. Clements and Storey sell them throughout the world.
Prepared by: Martin, Canada, "The Hongkong & Shanghai S.S. Co."

Obtainable at
KELLY & WALSH, LTD.,
HONG KONG
PRICE \$15.00.

BISHOP'S ADVICE.

DR. INGRAM ON AUSTRALIAN IMMIGRATION.

"WELCOME NEW CHUMS."

The Bishop of London (Dr. Winnington Ingram), addressing a meeting at Townville said:—"Australia needs good Australians, but she will never fill Australia with good Australians unless the new and the old countries go hand in hand."

The Church of England, he added, had interested itself in emigration, because it was felt that lack of interest was due to lack of method, and to lack of welcome at the Australian end. The Church had put it services at the disposal of the Government, and had undertaken to send out none but people of good character, and only those perfectly fitted for a new life.

"Keep Politics Out."
He appealed to Australians to take more interest in welcoming immigrants. There had been too much party politics mixed up with immigration, and he believed the appointment of the Migration Commission was the first step towards lifting immigration out of the playground of party politics. He was not asking them to bring out men who could not work but those able and willing to work.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

For Any Information
Concerning China.

Consult

THE CHINA YEAR BOOK
1926-27.

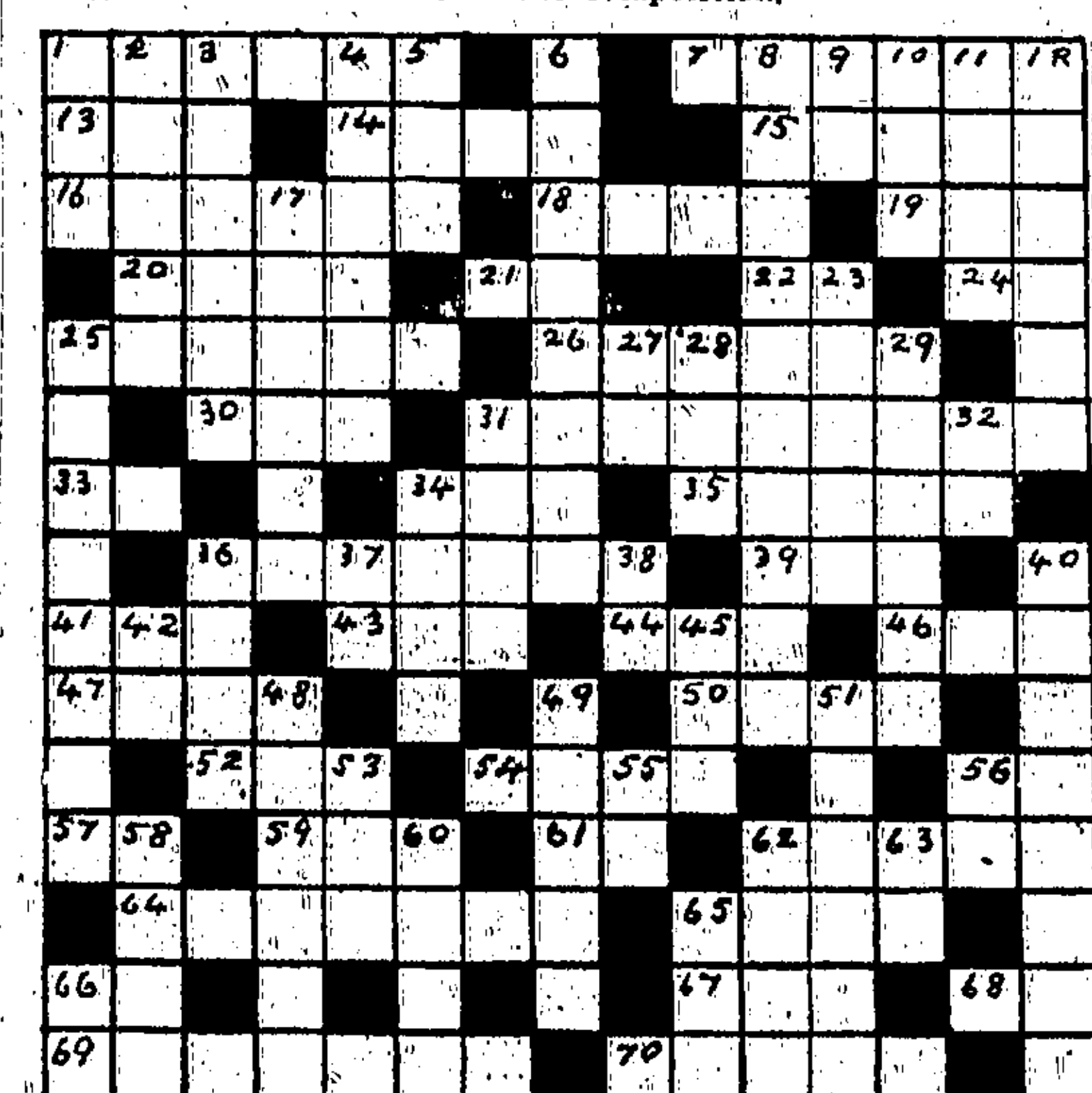
Obtainable at
KELLY & WALSH, LTD.,
HONG KONG
PRICE \$15.00.

"CHINA MAIL" CROSS-WORD PUZZLE.

NO 8—\$50 MUST BE WON

FIRST READ THESE RULES CAREFULLY THROUGH.

1. The PRIZES in this competition are AWARDED STRICTLY on MERIT.
2. Each solution sent in must be made on the coupon cut from the "China Mail." Any number of solutions may be sent in.
3. An entry fee of fifty cents must accompany each coupon. Three entries, however, may be sent in together for one dollar. Letters sent through the post must not contain coins as they will not be delivered by the Post Office.
4. No entry will be considered under any circumstances whatsoever, unless entry money for each solution is enclosed.
5. Entries must reach the office of the "China Mail" not later than the time and date for closing announced on the coupon.
6. No responsibility is accepted for loss or delay in the post. All letters should be registered and/or sealed.
7. The prize of \$50 must be won and will be awarded for an all correct or nearest correct solution. In the event of ties the \$50 will be divided. No competitor may win more than one share of the prize in each competition.
8. The coupon must not be defaced in any way. All attempts must be in plain block letters and legible.
9. The Editor's decision will be final and binding in all matters of dispute, and he reserves the right to enter into Correspondence regarding the Competition.
10. Solutions will be published with the results, in this paper, every Thursday following the Closing Date.
11. Coupons will be kept for four days after the results of the competition have been published.
12. All letters must be addressed, "China Mail" Cross-words, c/o "China Mail" Offices, No. 5, Wyndham Street, Hong Kong.
13. No member of the staff of the "China Mail" will be allowed to compete.
14. Solutions are held under sealed cover and in no way will be opened until the close of the competition.



To "China Mail" Cross-Words,

c/o "China Mail" Offices,
No. 5, Wyndham Street, Hong Kong.

DEAR SIR:

I agree to abide by your rules, and I enclose.....

for..... solution (s) which are attached.

Name.....

Address.....

[Please Write in Block Letters.]

CLOSING DATE FOR COUPONS, MONDAY, MAR. 14.

[Coupons received at the "China Mail" Office after mid-day on Monday will not be included in the competition.]

Clues Across.

1. A disease which consumes.
7. To rush about.
13. Part of the verb 'to be'.
14. RUHR (actual).
15. A Christmas carol.
16. The celebrated philosopher's name.
18. Give attention.
19. ONO (actual).
20. Tidy or clean.
21. Father.
22. Printer's measure.
24. T.P. (actual).
25. A genus of Lamblate plants (the sage).
26. A case with wood straps around.
28. Dry wines.
31. Talked idly.
33. A Memphis god.
34. A digit of the foot.
35. Office-bearer in church.
36. Believes.
39. A girl's name.
41. Expresses negation.
43. A friend or chum.
44. To possess.
46. A song in two parts.
47. Entangled piece of string.
50. From which young birds are produced.
52. To seize.
54. At what time?
56. Marking an alternative.
57. Same as 22 across.
59. Obtained.
61. The indefinite article.
62. Having zones.
64. Bristles or grasses.
65. TEPs (actual).
68. Bone.
69. A British order (abbrev).
68. Denotes situation in place.
69. To stretch out.
70. To break.

Clues Down.

1. A tin container.
2. A place of contest.
3. Upright columns (architect).
4. Amatory.
5. To hurry.
6. A teller of a thing.
8. A condition of uncertainty.
9. In this manner.
10. One plus one equals.
11. An annual fast of forty days.
12. Ran away with.
17. An inn.
23. Of necessity.
26. To scatter on sparingly.
27. Same as 35 across.
28. Consumed.
29. Fears.
31. Fuel.
32. ER (actual).
34. A drop of secretion from lachrymal gland.
36. Well-known English college.
37. DP (actual).
38. Same as 9 down.
40. A fence round a house undergoing repairs.
42. Not off.
45. A cyst.
46. A rope and pulleys tackle.
49. A groove.
51. Searches in the dark.
53. A serpent.
55. A printer's measure.
56. OE (actual).
58. A bird's house.
60. Ancient system of weight in Scotland.
62. An Indian ox.
68. N.S. (actual).
69. A hill.
69. Bone.

Competitors are reminded that the prize is to be awarded for the correct solution, or if nobody succeeds in getting the correct solution, for the NEAREST correct solution. Therefore, even if you have not done the cross-word puzzle in full, send in what you have done—it may prove to be the nearest correct solution.

THE DOLLAR DIRECTORY

IS NOW
READY

ON SALE

AT
H.K. DOLLAR DIRECTORY CO.
5, Wyndham Street

ALSO AT: KELLY & WALSH, HONG KONG FERRY WHARF, PEAK STALL, LEE YEE, KOWLOON FERRY WHARF, AND HUNG CHEONG.

DODWELL & COMPANY, LTD.

FOR BOSTON AND NEW YORK Via SUEZ.
"KENDAL CASTLE" sails hence on or about 19th April.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (RUMBE).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE
OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.
NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI
From Hong Kong.

M.V. ESQUILINO sails on or about 31st March.
S.S. VENEZIA sails on or about 28th April.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE
From Hong Kong.

M.V. REMO sails on or about 5th April.
M.V. "ESQUILINO" sails on or about 3rd May.
S.S. "VENEZIA" sails on or about 31st May.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. UMZUMBI sails from Calcutta 31st March.
S.S. "UMSINGA" sails from Calcutta 3rd June.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAYO MARU Tuesday, 22nd March, at Noon.
TENYO MARU Monday, 4th April, at Noon.
KOREA MARU (Call Keelung) Sunday, 17th April, at 10 a.m.
* Calls Los Angeles.

SOUTH AMERICA via Japan; Honolulu, San Francisco, Los Angeles, Mexico & Panama.

ANYO MARU Tuesday, 8th May, at Noon.
BOKUYO MARU Wednesday, 8th June.

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.

HARUNA MARU Saturday, 26th March.
KAMO MARU Saturday, 9th April.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 23rd March, at 11 a.m.
AKI MARU Wednesday, 20th April.

NEW YORK and/or BOSTON via PANAMA.

TAKEOTO MARU Friday, 18th March.
MAYEBAH MARU Saturday, 26th March.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOHASHI MARU (Call Suva) Saturday, 12th March.
BUENOS AIRES via Singapore, Durban & Cape Town.

HAKATA MARU Saturday, 26th March.

BOMBAY via SINGAPORE & COLOMBO.

SADO MARU Sunday, 13th March.
AKITA MARU Tuesday, 15th March.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

NAGANO MARU Saturday, 19th March.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Saturday, 19th March.

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU (Direct Moji) Sunday, 13th March.

DURBAN MARU Wednesday, 16th March.

MORIOKA MARU Saturday, 19th March.

ATSUTA MARU Tuesday, 22nd March.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all depts.)



LIGNES COMMERCIALES (Cargo Boats).

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK-
s/s "CAPT. FAURE" 16th April.
s/s "SI KIANG" 16th May.

s.s. "SI KIANG" due to arrive from DUNKIRK, LONDON, HAVRE
about the 21st March.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
PORTHOS	A	—	16th Mar.
PAUL LECAT	A	—	25th Mar.
G. MEZINGER	A	11th Feb.	16th Mar.
AMAZON	B	25th Feb.	12th April
CHENONOUX	A	11th Mar.	12th April
ATHOS II	A	25th Mar.	24th May

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A Class 1st Class £98. 0s. 0d. B Class 1st Class £85. 0s. 0d.
Steamers 2nd £70. 0s. 0d. Steamers 2nd £61. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodations reserved in the Trains at Marseilles.

(Sailings subject to alteration without notice).

For full Particulars, apply to:-

Cl. des MESSAGERIES MARITIMES.

Telephone: Central 740. 8, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

SHIPPING SECTION.

NAVAL LINGUISTS.

FEW BRITISH OFFICERS AS
INTERPRETERS.

THE ADMIRALTY'S FAULT?

The trouble in China has shown up the weakness of the Royal Navy in the matter of interpreters. All too often the trouble has been that the Admiralty has seen no reason to grant facilities for learning Chinese. Officers are encouraged to become interpreters, but the encouragement is rather half-hearted.

Lack of languages, even those of the countries with whom the Navy comes into closest contact, is no bar to promotion, and the extra pay to be obtained is not sufficient to make a man wildly enthusiastic, observes the "China Express and Telegraph."

Japanese the Best.

Perhaps the French Navy is the only one that is worse off than the British in the matter of interpreters.

The old Russian Navy always had plenty of excellent linguists, and now it is in the Japanese ships that one finds most qualified interpreters. The Japanese officer who cannot speak English is something of a rarity.

NEW RULES.

THE NETHERLANDS EAST
INDIES.

PROPOSED SHIPPING DECREE.

It will be recalled that some time ago the Government of the Netherlands East Indies submitted to the People's Council the draft of an ordinance the purpose of which is to improve the supervision of shipping in local waters and to introduce regulations governing the minimum displacement of ocean-going vessels. The reason for the introduction of the new ordinance being that the supervision exercised at present is restricted to the terms of the steam ordinance. According to information received by the Department of Overseas Trade, this ordinance was discussed in council last month, and the following details regarding the same are obtained from the divisional report of proceedings in council and from the official note in reply.

Following on its announcement in the "Official Gazette," the new shipping ordinance will replace the steam ordinance in as far as the latter applies to local shipping. The ordinance gives in the index a legal definition of names and terms con-

15 NEW SHIPS.

When Gunboats Will Be Ready
For China.

Fifteen new warships for the Royal Navy are due to be completed this year, including the battleships "Neison" and "Rodney."

The list also includes the four new river gunboats for China, of which the "Petrel" is to be finished in June, the "Tern" in July, the "Gannet" in August, and the "Seamew" in September.

The P. & O. s.s. "Khyber" left Singapore for this port on March 9, at 2 p.m., and is due here on March 14, at about 5 a.m.

The O.S.K. s.s. "Amur Maru" is due here on March 18, from European ports via Singapore, and will sail hence on March 14 for Japan ports via Shanghai.

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PASSENGER LIST.

ARRIVALS.

Passengers arrived at Hong Kong on the N.Y.K. "Kitano Maru" from Japan ports via Shanghai on March 11, were:- Mr. K. C. Chan, Mr. C. M. Chung, Mr. K. C. Doi, Miss S. Doi, Mr. M. A. and Mrs. M. Robinson, Mr. M. A. and Mrs. G. L. Savage, Mr. K. Waga, Mr. R. Boonmark, Mr. A. and Mrs. H. A. Batchelor, Mr. J. R. Broadway, Mr. A. J. Christensen, the Masters D. C. E. D. M. and Mrs. D. Drake, Mr. N. S. M. K. and Mr. P. Duarden, Mrs. R. M. and the Misses K. and M. Enlund, Mr. R. Fujita, Mr. T. Fukaya, Major T. Fukuhara, Mr. K. Haruya, Mr. O. Horio, Mr. M. Haruna, Miss E. M. Holbrook, Captain Y. Kawada, Mr. S. Kojima, Mr. S. Kamei, Mr. S. Kaneko, Mr. G. Merahm, Mrs. T. hashiki, Mr. G. Merahm, Mrs. T. hashiki, Major-General K. Muro, Mr. I. Nakayama, Mr. Y. Nishinaga, Mr. V. L. Orval, Mr. A. P. N. Ohkido, Mr. T. Okamoto, Mrs. Y. Okamoto, Mr. J. Okamoto, Mr. Y. Okamoto, Mr. J. V. Rampay, Mr. D. Ramsay, Mr. R. C. Martin, Mr. and Mrs. E. Ring, Mr. H. D. M. A. D. A., Mrs. F. M. and Mr. E. E. Stearns, Mr. E. Shirazuna, Mr. S. Soeda, Mr. T. Suzuki, Mr. B. Shibata, Mr. M. Shimura, Mrs. H. Shimura, Mr. S. Takano, Mr. R. Tera, Mr. H. Toda, Mr. Y. Tani, Mr. J. Takima, Mr. B. Taguchi, Mr. Tong Wei-chuen, Mr. T. Yokoyama, Mr. Y. Yamaguchi, Mrs. S. Yabu, Mr. K. Yamamoto, Mrs. T. Yamamoto, Miss R. Yamamoto, Master T. Yamamoto, Mr. S. Yoshitake.

HONG KONG HOTEL VISITORS.

March 10, 1927.

Mr. and Mrs. E. G. Abbey and child, Mr. B. M. Armstrong, Mr. and Mrs. A. G. Anderson.

Pay Comdr. and Mrs. W. E. G. Burtenshaw, Messrs. D. Berrah, C. D. H. Richard, R. C. Burditt.

Messrs. D. E. Clark, E. J. Carmichael, Mrs. and Miss Courtney, Mr. H. A. Cohen.

Messrs. W. A. Dowley, E. R. Duckett, Messrs. C. E. and I. E. Dowell.

Mr. C. Encarnacao, Mrs. S. S. Grant, Mr. F. Gregory, Mr. and Mrs. H. Giesmar, Mr. H. J. Grant.

Messrs. A. F. Henry, J. R. Hooley, Capt. T. P. Hall, Mrs. E. B. D. Holman, Messrs. V. G. Hill, R. J. Harrison.

Mr. H. A. Keller, Messrs. H. R. Luck, J. P. Loftus, Mr. A. Lewis, Messrs. E. Long, W. Lyons, Miss H. Lillie.

Mrs. J. Masseburg, Messrs. C. J. McGuinness, K. E. Magnesson, Major A. G. Mills.

Mr. and Mrs. H. H. Priestley, Messrs. H. Peppercorn, H. Pearman, Messrs. T. W. Smith, W. G. Simpson, Miss J. M. Steel, Mr. and Mrs. A. E. Smith.

Mr. W. Thompson, Mr. and Mrs. A. Vannini, Mr. Volker, Messrs. G. W. Wagg, P. Wyles, Mr. E. A. Yates.

CONSIGNEE'S NOTICES.

Goods remaining undelivered on the s.s. "Benmachduh" after March 14, will be subject to rent. Consignees of goods by the s.s. "City of Bath" are notified that all goods are being landed at Hol's Wharf and will be assessed after March 14.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC
TO VICTORIA & VANCOUVER.

STEAMERS	SAILINGS 1927.	Kobe	Yokohama	Yokohama
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 28
EMPEROR OF CANADA	June 1	June 4	June 7	June 10
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1
EMPEROR OF ASIA	July 11	July 15	July 19	July 22
EMPEROR OF CANADA	Aug. 1	Aug. 5	Aug. 9	Aug. 12
EMPEROR OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2

(E/Asia & E/Russia call Nagasaki day after departure from Shanghai)

CONNECTING SAILINGS TO LIVERPOOL.

STEAMERS	SAILINGS	Yokohama	Yokohama
MONTECLAIR	April 23	June 24	
MINNEBOSA	May 13	July 18	
MONTICLIM	June 3	Aug. 5	

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.

EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE

\$120 \$112 \$83

HONG KONG-MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Mar. 20	Mar. 22	EMPEROR OF CANADA	Mar. 24
Apr. 10	Apr. 12	EMPEROR OF RUSSIA	Apr. 14

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC"

Freight and Express: Tel. C.42 Cables: "NAUTILUS"

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

AMAZON MARU Monday, 14th March.

ALASKA MARU Monday, 13th April.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Capetown.

HAWAII MARU Friday, 8th April.

LA PLATA MARU Thursday, 5th May.

BOMBAY—Via Singapore and Colombo.

SUMATRA MARU Sunday, 3rd April.

HONOLULU MARU Tuesday, 19th April.

SHUNKU MARU Saturday, 19th March.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.

CANADA—Via Singapore and Rangoon.

CALCUTTA—Via Singapore and Rangoon.

BANGKOK—Via Saigon.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.

PARIS MARU (From "Shan" Hai) Wednesday, 16th March.

ARIZONA MARU Saturday, 20th March.

HAIPHONG—Via HOIHOW & PAKHOL.

MENADO MARU Thursday, 17th March, 10 a.m.

NEW YORK—Via Japan ports, San Francisco and Panama.

ARGON MARU (From Shanghai) Friday, 15th April.

JAPAN PORTS

AMUR MARU Tuesday, 15th March.

SOURABAYA MARU Friday, 25th March.

ANDES MARU Wednesday, 15th April.

KEELUNG VIA SWATOW & AMOY.

HOAN MARU Sunday, 13th March, 10 a.m.

KALAM MARU Sunday, 20th March 10 a.m.

KOTSU MARU Thursday, 24th March 8 a.m.

TAKAO VIA SWATOW & AMOY.

SOURABAYA MARU (direct to Takao) Friday, 25th March.

TAKAO & KEELUNG.

KOHOKU MARU Tuesday, 15th March.

DAIREN VIA CHEFOO & TSINGTAO.

KOHOKU MARU (Via Takao) Tuesday, 15th March.

For further particulars please apply to:- OSAKA SHOSHEN KAISHA.

Tel. Central No. 4988, 4989, 4990. M. TAKEUCHI, Manager.

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S. S.	Time	From Hongkong	Destination
KANIGAR	9.05	12th March	Marseilles, London, Antwerp & R'dam
NAGPORE	5.23	12th March	S'gon, M'les, L'don, R'burg & R'dam
NYANZA	7.02	16th March	S'gon, Penang, Colombo & Bombay
MONGOLIA	10.50	19th March	Marseilles, London
MACDONALD	11.12	2nd April	Marseilles & London
KHYBER	9.14	9th April	Marseilles, London, Dunkirk, Antwerp, Rotterdam & Hall.
DEVANHA	8.15	10th April	Marseilles, London, Antwerp & Hall.
DELTA	8.07	27th April	Singapore, Penang, Colombo & B'bay
MALWA	10.31	30th April	Marseilles and London
NELLORE	8.53	11th May	Singapore, Penang, Colombo & B'bay
KHYA	9.15	14th May	Marseilles, London & Antwerp
NYANZA	7.02	25th May	S'gon, Penang, Colombo & Bombay
MORFA	10.18	28th May	Marseilles & London
KASHMIR	9.05	11th June	Marseilles and London
MANTUA	10.02	25th June	Marseilles, London & Antwerp
KALAN	9.14	9th July	Marseilles, London & Antwerp
MACDONALD	11.12	23rd July	Marseilles and London

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BRITISH INDIA-APCAR SAILINGS.

TAKADA	6.04	28th March	Singapore, Penang & Calcutta
JANUS	4.24	10th April	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4.50	1st April	Manila, Sandakan, Thursday Island, Arafura
ARAFURA	6.00	29th April	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne
TANDA	6.56	3rd July	Melbourne
ST. ALBANS	4.50	1st July	Melbourne
ARAFURA	6.00	29th July	Melbourne

* Calls Kolambagan, but omits Sandakan.
Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHYBER	9.14	14th March	Shanghai, Moji and Kobe
DEVANHA	8.15	18th March	Shanghai, Moji and Kobe
JANUS	4.24	20th March	Kobe
TILWA	10.00	22nd March	Kobe
TEESTA	6.20	24th March	Moji & Kobe
LAHORE	5.22	27th March	Shanghai, Moji & Kobe
MALWA	10.31	30th March	Shanghai, Moji & Kobe
DELTA	8.07	1st April	Shanghai, Moji & Kobe
ARAFURA	6.00	5th April	Shanghai, Moji & Yokohama
JEYPORE	7.04	12th April	Shanghai, Moji and Kobe
NELLORE	8.53	15th April	Shanghai, Moji and Kobe
KHYA	9.15	18th April	Shanghai, Moji and Kobe
NYANZA	7.02	25th April	Shanghai, Moji & Kobe
MORFA	10.18	28th April	Shanghai, Moji & Kobe
TANDA	6.56	3rd May	Moji, Kobe, Osaka and Yokohama

* Does not take passengers.

All dates are approximate and subject to alteration without notice.
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* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-arriving steamer.
All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.
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S.S. "ATREUS"	Via Suez Canal	25th March
S.S. "TEUCER"	Via Suez Canal	8th April
S.S. "CITY OF DUNKIRK"	Via Suez Canal	22nd April
S.S. "EUMAEUS"	Via Suez Canal	8th May
S.S. "CITY OF DERBY"	Via Suez Canal	22nd May

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OBITUARY.

AUTHORITY ON MARITIME
LAW.

Mr. Edward Louis de Hart, who died recently in the Temple at the age of 68, possessed an acute intellect and a thorough grasp of legal principles. But a retiring disposition and a reluctance to make himself known even in perfectly legitimate ways prevented him, in spite of constant industry, from achieving the success which he deserved. His father, who was of Dutch descent, was Mr. Jacques de Hart, a merchant and shipowner of Newcastle-on-Tyne.

He was born on May 29, 1858, and went up to Christ's College, Cambridge, where he was placed in the first class in the Law Tripos of 1880 and obtained a Whewell University scholarship for international law in 1882. He was called by the Inner Temple in 1881, and went to the North-Eastern Circuit. In legal circles his name was chiefly known as an editor of high-class text books such as Arnold on "Marine Insurance," Smith's "Merchant Law," MacLachlan on "Merchant Shipping," and Lowndes on "General Average."

He was also a Revising Barrister and set occasionally as a Deputy County Judge. His intimate friends knew him as a man of great personal charm and of many accomplishments, and respected his scruples in matters which he deemed to be of principle, although they sometimes thought he carried punctiliousness to an extreme. He leaves a widow, but no children.

SHIPPING OUTLOOK.

AUTHORITATIVE OPINIONS OF
SHIPOWENERS.

Some interesting views on the prospects of the shipping industry are published in the special annual number of "The Compendium."

Mr. Walter Runciman, M.P., president of the Chamber of Shipping of the United Kingdom, expresses the opinion that the immediate prospects of shipping are not so dark as they were 12 months ago. "We shall," he writes, "probably witness a good deal of unusual activity this winter and spring. Shipments delayed during the last nine months must go forward pretty soon. There are large quantities of grain in the Antipodes (probably 3,000,000 tons in Australia) which have to be moved. South America has also been productive, and these two continents will compete for ships. How long this will last is one can tell, but in itself it will not be enough to substantiate the prophecies of prosperity. Combined, however, with other reproductive forces, it can possibly give the trade of the world a new start. Even allowing for the superabundant tonnage on every register, we could count on prosperity were everything favourable. Yet, with anything worse than the best in every country, we shall once more find that there are too many ships for the stuff to be carried."

"A Moderate Revival"

Mr. Theodore E. Salvesen, president of the Baltic and White Sea Conference, expresses the belief that a moderate revival may be anticipated in the industry. He says: "The resumption of work in the coal mines was followed not unnaturally, by something in the nature of a general collapse in the freight market. This was only to be expected, and greater interest is provided by speculation regarding the trend of the freight market once the distribution of tonnage has resumed normal conditions. For the past six years the pessimists have like Cassandra enjoyed the doubtful satisfaction of seeing the fulfilment of their doleful prophecies, but it appears that there do exist, at last, certain grounds for anticipating a moderate revival in the shipping industry. "In hazarding this opinion, far from founding on the recent spurt, which should properly be regarded as artificial and entirely attributable to economic dislocation, I rely rather on the prospect of a period of political and industrial peace, resulting in a steady increase in world trade and the volume of seaborne traffic. Before the coal stoppage, signs of improvement could be discerned, and, although this country has suffered colossal losses in consequence, it has previously given proofs of its amazing power of recovery. The political lessons of the general strike fiasco have not been lost on our friends abroad, and even the coal strike has assisted in educating labour as to the folly of ignoring the economic law."

FIRES AT SEA.

AVERAGE EXCEEDED LAST
YEAR.

The report of the Committee of the Liverpool Underwriters' Association, submitted at the annual meeting of members, recalls that last year, owing to the general and coal strikes, was full of anxieties for all classes of traders. They proceed: "Although these strikes have ceased, it must be realised that their effect will be felt for many months in the delay of the production of materials wanted so urgently to allow such trades as shipbuilding to go ahead. Marine insurance has, of course, suffered through reduction of business owing to the above causes. The Committee, however, are glad to report that the effect of the various efforts to restore the business generally to a sounder basis is more hopeful. During the year, as a result of negotiations between British underwriters and those of the markets concerned, arrangements have been made which should bring about an improvement in French, Italian, and Norwegian hull risks. These arrangements, based on the principle of the British market, supporting the rates and values fixed by the underwriters at the place of origin, will, it is hoped, enable the local underwriters to place their hull business on a sounder basis. Conferences have also been held with the object of improving Dutch hull conditions. The Committee are pleased to report that Liverpool marine insurance companies have supported these efforts both at home and abroad."

The Committee write that the subject of fires in ships continues to cause grave concern to underwriters and all interested in ships at sea. They continue: "The number of fires which have occurred during the year exceed the average of 536 for the past five years. According to the Association's records, 585 fires have occurred, of which 172 took place in bunkers and 413 in cargoes, &c. The Committee are in correspondence with the Mercantile Marine Department of the Board of Trade regarding the matter, and during the year the question of the spontaneous combustion of certain cargoes has been referred to the Department of Industrial and Scientific Research; the causes of spontaneous combustion of coal in ships are being investigated by the Fuel Research Board. The regulations relating to the carriage of dangerous goods on board ship, and those relating to the fire-extinguishing appliances in passenger ships have been revised, and consideration is being given by the Board to the question of fire-extinguishing appliances to be provided in cargo ships. These important services of the Mercantile Marine Department of the Board of Trade are gratefully acknowledged by the Committee, and it is hoped that the cumulative effect thereof will lead to the much-desired diminution in the number of fires at sea."

Statistics compiled by the Association show that four vessels were totally lost during the year in the St. Lawrence and approaches, and that there were 34 strandings. In 1925 there were two total losses and 38 strandings, and in 1924 one total loss and 24 strandings occurred.

EASTERN PORTS' HEALTH.

The health bulletin of Eastern ports for the week ended March 5 reads:—
Plague: 1 case at Tamatave, 4 at Bombay, 5 at Rangoon, 4 at Colombo, 2 at Sourabaya, 1 at Macassar, 1 at Bangkok, 1 at Saigon.
Cholera: 35 cases at Calcutta, 1 at Madras, 4 at Rangoon, 13 at Bangkok.
Small pox: 71 cases at Bombay, 208 at Calcutta, 32 at Madras, 43 at Rangoon, 1 at Vizagapatam, 10 at Bangkok, 2 at Shanghai.

S.S. "PAUL LECAT"

The Hong Kong office of the Messageries Maritimes informed "The China Mail" yesterday afternoon that news has been received from Shanghai to the effect that there are good reasons for believing that the s.s. "Paul Lecat" (which grounded near Woosung) will leave Hong Kong for Marseilles and ports on March 29 as previously advertised.

DREAM YACHT.

\$5,000 A YEAR FOR THE CREW'S
WAGES.

The \$50,000 luxury yacht "Crusader," which has been built in Southampton for Mr. A. K. Macomber, the American millionaire racehorse owner, is almost ready for her official trials. Three hundred workmen have been busily putting finishing touches to her, and every minute she becomes more like the miniature palace she is intended to be.

I have spent an envious day exploring her. "Crusader" is a dream craft, says a "Daily Express" correspondent. Beauty of design, workmanship, and material are allied to every kind of modern convenience to make her as nearly perfect as possible. She is not intended for racing but is to be a floating home. She is a nest of unexpected cabins and state-rooms, each one more daintily decorated than the one before, and hidden contrivances for comfort and pleasure.

You turn a corner, go below decks, and come upon a dining-room like a well-appointed room in some modern house, paneled in dove grey, which oxydized silver fittings and tiled fireplaces. Mahogany buffers and side-board reflect the soft lighting.

173 Feet Long.
The yacht, of 547 tons, is 173 feet long from stem to stern, and every inch of space has been utilised to give home-like living conditions for guests and her crew of twenty-one.

Mr. Macomber's own stateroom is a spacious apartment furnished in the prevailing mahogany. A full-size bed is to be placed in the centre of the room. The bathroom is tucked cunningly away, in one corner.

An electrical refrigerator has been installed to provide iced drinks direct to the dining-room. If the tropical sun so orders, Miles of hidden wiring to all parts of the vessel and a multi-valve broadcast set bring concerts from all over the world by the turn of a switch and the insertion of a plug.

You may cruise six thousand knots without touching port if fancy dictates at a speed of thirteen knots on the two 400-horse-power Diesel engines. Some idea of the cost of running "Crusader" can be gathered from the fact that the wages bill for officers and crew will be more than \$5,000 a year.

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No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 28th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 a.m.

No Fire Insurance has been effected.

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PRESIDENT MADISON Tuesday, Mar. 29th

PRESIDENT JACKSON Tuesday, Apr. 12th

PRESIDENT MCKINLEY Tuesday, Apr. 26th

PRESIDENT LINCOLN Tuesday, May 10th

Thereafter Fortnightly Sailings on Tuesdays.

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Mar. 23	Seattle	Gen. Washington	Apr. 20	Chgo-S'hampton
Mar. 30	San Francisco	Gen. Washington	Apr. 30	Chgo-S'hampton
Apr. 6	Seattle	Gen. Washington	Apr. 30	Chgo-S'hampton
Apr. 13	San Francisco	Gen. Washington	May 11	Chgo-S'hampton
Apr. 20	Seattle	Gen. Washington	May 18	Chgo-S'hampton
Apr. 27	San Francisco	Gen. Washington	May 28	Chgo-S'hampton
May 4	Seattle	Gen. Washington	May 31	Chgo-S'hampton
May 11	San Francisco	Gen. Washington	June 11	Chgo-S'hampton
May 18	Seattle	Gen. Washington	June 18	Chgo-S'hampton
May 25	San Francisco	Gen. Washington	June 25	Chgo-S'hampton
June 1	Seattle	Gen. Washington	July 1	Chgo-S'hampton

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PRESIDENT GARFIELD Tuesday, May 10th 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT VAN BUREN Mar. 15th 8.00 a.m.

PRESIDENT CLEVELAND Mar. 15th 8.00 p.m.

PRESIDENT MADISON Mar. 21st 6.00 p.m.

PRESIDENT HAYES Mar. 29th 6.00 a.m.

PRESIDENT PIERCE Mar. 29th 6.00 p.m.

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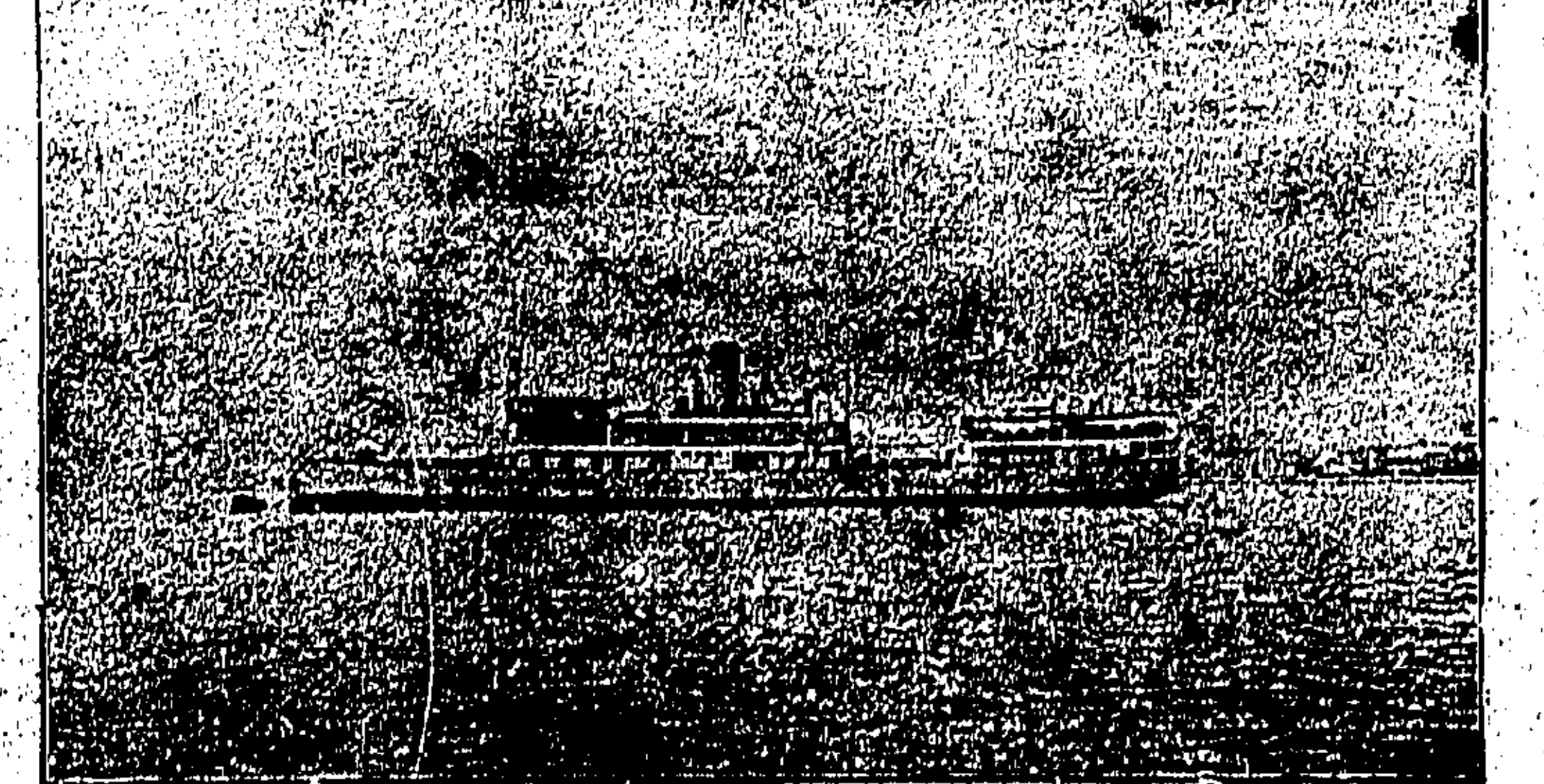
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M.S. "ASIA"	12th March	
M.S. "ANNAM"	23rd March	
M.S. "AFRIKA"	25th April	

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BIRTHS.

BRIDGES.—On March 5, 1927, at
Shanghai, to Mr. and Mrs. F. S.
Bridges, a son.
PALMER.—On March 3, 1927, at
Shanghai, to Mr. and Mrs. W. J.
Palmer, a son.
TIMMIS.—On March 7, 1927, at
Shanghai, to Colin and Ellie
Timmis, a daughter.
WALLER.—On March 4, 1927, at
Shanghai, to Mr. and Mrs.
Arthur J. Waller, a son.

MARRIAGE.

WINGFIELD.—FLYNN.—On
March 5, 1927, at Shanghai,
at 10.30 a.m., Edward Wingfield,
to Kathleen Margaret Flynn.

DEATHS.

ANDREWS.—On Saturday, March
5, 1927, at Shanghai,
Mrs. Alice Andrews, widow of
Capt. W. J. Andrews, aged
42 years.
BIDWELL.—On March 6, 1927, at
London, Gordon Stuart Valentine
Bidwell, aged 59 years.
EICKHOFF.—On March 6, 1927, at
Shanghai, Mrs. Sophie Eickhoff,
wife of E. W. Eickhoff, aged
49 years.

Hong Kong, Saturday, March 12, 1927.

A SATURDAY CAUSERIE.

At the time of the Kiukiang
riots the British consular and
naval authorities obtained little or
no support from the Chinese
military and others nominally in
power who disclaimed responsibility
for acts of mob violence. A
similar instance of this "power-
lessness" which is open to the
interpretation of deliberate con-
nivance was recorded in the naval
wireless message from Wuhu
which stated that when the cus-
toms buildings were looted and
foreign lives endangered "the
Chinese authorities gave but
lukewarm assistance." It has
been repeatedly affirmed on behalf
of the Nationalists that they
neither encourage nor incite mob
violence as an aid to furthering
their policy and that the instances
which have occurred have been
due to factors outside their con-
trol. Kiukiang, until the visit of
Mr. O'Malley, and the entering into
of negotiations for a settlement of
outstanding problems, had given
more cause for worry on the score
of the safety of foreigners than
any other Yangtze port, owing to

open disturbances and the under-
current of feeling which was fanned
by agitators. But as soon as
it was announced that the repre-
sentative of H.B.M. Minister at
Peking was on his way, the on-
slaught of all concerned became
exemplary, and all overt and covert
evidence of anti-foreign feeling
became conspicuous by its ab-
sence. An agreement was reached,
and it is pleasing to note from
yesterday's naval wireless news
that "the Chinese authorities at
Kiukiang are exercising their
authority to prevent disturbances
and to resume friendly relations,
the situation being practically
normal." The authorities, then,
have suddenly acquired powers
which it was claimed were not
theirs before to keep under sub-
versive elements. With the assur-
ances of local authorities that
they are neither responsible nor
able to curb it, mob violence has
been in evidence in other Yangtze
ports this week, and if the exam-
ple of Kiukiang is any criterion,
such disturbances will continue
until a harassed Minister has
been rushed from place to place
patching up purely local agree-
ments without having been given
time for the drafting of a com-
prehensive policy which will
assure permanent friendly rela-
tions and the greater welfare of
the whole. It has always been
the keynote of British policy to
meet the genuine aspirations of
the Chinese people wherever they
are clearly defined by a competent
body, and will not conflict with
the prime duty of protection of
our nationals. But the National-
ists are rendering the task of our
diplomatic representatives far
more difficult by using the mob in
attempts to bring pressure to
bear in the hearing of claims
which would command greater
sympathy if they were advocated
through more constitutional chan-
nels.

In answering Labour M.P.'s
whose party, perhaps more than
any other, has betrayed consider-
able ignorance as to the status of
British Concessions, Settlements
and Treaty Ports in China, the
Under Secretary for Foreign
Affairs contented himself with
the brief statement that the
Shanghai International Settle-
ment was not established by
treaty but by certain Land Re-
gulations which the Chinese Gov-
ernment subsequently recognised
as valid. It would perhaps have
been more satisfactory had he
given a short resume of the chief
events leading to the foundation
and administration of Shanghai.
The first legal basis for a foreign
settlement there appeared in the
Treaty of Nanjing (1842) when
the city was among the four ports
in addition to Canton opened to
trade. Three years later an
agreement was entered into be-
tween the British Consul and the
Shanghai Taotai, in which the
boundaries of a British settlement
were defined, these boundaries
being extended by agreement at

later dates. From the first the
settlement was open to all for-
eigners. The French also de-
manded a settlement in Shanghai,
and in 1849 the boundaries of this
were fixed, with extensions later.
The American Settlement (1848)
grew alongside the Hongkew side
of Soochow creek, but never was
organised and the boundaries
were undefined until the settle-
ment was included with the Brit-
ish Settlement in what is now
termed the International Settle-
ment. During the Taiping Rebel-
lion, it was found impossible to
limit the settlements to foreigners
as thousands of Chinese flocked in
for protection, and in Land Re-
gulations drafted later, provision
was made governing renting and
purchase of land by Chinese. A
strong attempt later to establish
one foreign settlement in Shang-
hai under one municipal system
did not materialise owing to the
strong opposition of the French.
It should be emphasised that
there is no treaty between the
several foreign governments
which grants to either or any of
them jurisdiction of any kind
over the citizens of another power,
nor is there any authority vested
in the Chinese government to
grant such jurisdiction.

FUNERAL.

MR. W. KNIGHT LAID TO
REST.

There was a large gathering of
colleagues and friends at the
funeral at the Protestant Cemetery
yesterday of Mr. W. Knight, acting
Senior Revenue Inspector, whose
death occurred on Thursday.

Rev. Rev. G. T. Waldegrave, offi-
ciated.
The gun-carriage was drawn by
Revenue Officers and the pipe band
of the R.O.S.B.'s was in attendance.
The Bordeners also providing a
fine party.

The chief mourners were de-
ceased's wife and brother.
The coffin was borne by brother
officers of the Revenue Department,
Messrs. Grimmit, Lennigan, Ward,
O'Neill, Warden and Powell.

Family wreaths were sent from
His Loving Wife, Mother, Brother,
from George and Margaret and little
Austen, Eva and Gus, Peter, and
Peggy, Pa Ma and Mina.

Wreaths also were sent by Mr.
and Mrs. W. Glendenning, Kath-
leen and Peepa Glendenning, Nobby
and Mrs. Powell, Mr. and Mrs. E.
Thorp, Mr. and Mrs. C. E. Frith,
Mr. and Mrs. H. A. Taylor, Mr.
and Mrs. T. Bolt, Mr. and Mrs. J.
Clark, Mr. and Mrs. Gerrard, Mr.
and Mrs. A. W. Hill, Mr. and Mrs.
A. K. Taylor, Mrs. Statham, Mr.
and Mrs. Old, Mr. and Mrs. M. D. J.
Alves, Mr. and Mrs. Y. Abbas, Mr.
and Mrs. G. J. Chambers, Feely and
Dyson, Mr. and Mrs. Dick, Mr.
and Mrs. W. A. Dyer, Inspector and
Mrs. Evans, Mr. and Mrs. G. C.
Moss, Mr. and Mrs. H. E. Strange,
Mr. P. Condon and Mr. A. Charman,
Mr. and Mrs. Grimmit, Mr. and
Mrs. W. C. Hollands, Mr. and Mrs.
S. J. Clarke, Sgt. and Mrs. Kirkby,
Inspector and Mrs. McWalter.

Chief Detective Inspector
Murphy, Inspectors S. Logan and
P. Grant, Sub-Inspector and Mrs.
E. J. Ellis, Sub-Inspector Brown and
Sgt. Joy, Inspector W. Hill,
Inspector and Mrs. A. Reynolds,
Sub-Inspector and Mrs. Wilson,
Sgt. T. Collins and Orem, Mr.
F. Winyard and W. S. Cuff, Sgt.
George, Mr. R. Fowler, Messrs.
McEwen, Clarke and Brittain, Mr.
and Mrs. P. Lannigan, Mr. Harrison,
Sgt. C. Bayliss, Mr. and Mrs.
A. R. Clark, Sgt. J. R. McWalter,
Mr. W. McKay, Mr. C. E. Barn-
shaw, Mr. R. McKel, Mr. J. S. A.
Curran, Mr. C. J. Thomson, Mr.
Wong Yuet, Mr. J. Glegg, Mr. C.
Greenwood, Mr. Will Meadows,
Mr. and Mrs. C. F. Alexander, Mr.
William J. Carrie, Mr. C. Hatt,
Mr. Corsh, Mr. George, Mr. R.
Gillespie, Revd. C. T. Waldegrave,
Mr. Kelly, Mr. Lin Shau-ping, Mr.
W. Ward and Mr. H. H. Rose.

His Brother Officers, Chinese
Revenue Officers, Clerical Staff,
Imports and Export Office, Revenue
Staff, Kowloon Sanitary Inspectors,
Eastern District Sergeants' Mess,
Central Police Station, Sergeants' Mess,
No. 2 Police Station, Sergeants' Mess,
No. 7 Police Station, Sergeants' Mess,
Officers' Mess, La' Chi Kok, Yau-
mat Police Mess, Sergeants' Mess,
Hung Hom Police, Prison Staff,
Royal Naval Yard Police, Police
Recreation Club, Easama Club, Civil
Service Cricket Club, Craigsgower
Cricket Club, United Service Lodge
1841, E. C. and King Edward
Hotel.

THE BESSARABIAN TREATY.

Tokyo, March 11.
Despite the Roumanian foreign
minister's statement that Japan is
expected to ratify the Bessarabian
Treaty shortly, Reuter learns on
the best authority that no such
step is contemplated at present.

THE KING OF SPAIN.

Madrid, March 11.
King Alfonso has distinctly im-
proved. His temperature last
night was normal. Reuter.

NEW VICARIATE.

Rev. Fr. J. E. Walsh Made
a Bishop.

THE KONGMOON AREA.

Reuter's cable, published yester-
day, announcing that His Holiness
the Pope has raised the Prefecture
Apostolica of Kongmoon to a
Vicariate and the elevation of
Rev. Father James Edward Walsh
as Vicar Apostolic gives indication
of the growth of the Roman Catho-
lic faith in China generally and
South China in particular.

Until as recently as 1924 Kong-
moon was in the Vicariate of Bishop
A. Fourquet of the Societe des Mis-
sions Etrangeres de Paris, Vicar
Apostolic of Canton. In that year
Kongmoon was created a Prefecture
Apostolica and was turned over to
the newly arrived members of the
Maryknoll Mission (Catholic Foreign
Mission Society of America). They
ministered the Prefecture under
Father Walsh as Prefect
Apostolic, but the district still
remained under the Vicariate of
Bishop Fourquet. The elevation of
the district to a Vicariate, which
was decided upon in Rome some
two weeks ago, marks the separation
of Kongmoon and Canton into two
distinct Bishoprics, the one under
the American Mission and the other
under the French Mission. The
elevation of Father Walsh to Vicar
Apostolic of course raises him to
the rank of a Bishop, and after his
consecration, which it is understood
will take place about the end of
May, his title will be Monsignor
J. E. Walsh, Vicar Apostolic of
Kongmoon.

It is not yet known whether
Father Walsh will be consecrated
locally or in Rome.

In connection with the growth of
the Roman Catholic Church in
China it is of interest to note here
that in the 20 years from 1908 to
1923 the number of Chinese Catho-
lics increased from 783,000 to
2,208,800. Some details of the
number of converts in the various
provinces in China are as under:—

Chihli 645,000

Kiangsu 202,000

Shantung 171,000

Szechuen 156,000

Mongolia 125,000

Kwangtung 106,000

The number of Catholic Bishops

at present in China is 64 including

the six Chinese Bishops recently

consecrated in Rome and Bishop-

elect Mgr. Walsh. Of this number

seven are located in Kwangtung,

one in a Diocese and six in

Vicariates as follows:—

Diocese of Macao:—Mgr. J. da

Costa-Nunes, Bishop.

Vic. Ap. of Canton:—Mgr. A.

Fourquet, Vicar Apostolic.

Vic. Ap. of Shu-chow:—Mgr. L.

Versiglia, V.A.

Vic. Ap. of Swatow:—Mgr. A.

Raysac, V.A.

Vic. Ap. of Hong Kong:—Mgr. H.

Valtorta, V.A.

Vic. Ap. of Pakhoi:—Mgr. A.

Gauthier, V.A.

Vic. Ap. of Kongmoon:—Mgr.

J. E. Walsh, V.A.

Monsignors Fourquet, Raysac

and Gauthier belong to the Societe

des Missions Etrangeres de Paris,

Mgr. Valtorta to the Foreign Mis-
sion Society of Milan, Mgr.
Versiglia to the Salesian Mission,
and Mgr. Walsh to the Maryknoll
Mission of America.

TRADE MARKS.

INFRINGEMENT OF FILES
COPYRIGHT.

Major Willson yesterday after-
noon heard a case in which the
Him Lee Co. and the Ching Shing
Co. were summoned for infringing
a trade mark of the Nicolson File
Co. The summons was taken out
at the instance of Mr. E. Manning
of John D. Hutchison and Co.
whose case was conducted by Mr.
G. S. Hugh Jones. Mr. H. J. Arm-
strong represented the defendant
firms.

A Chinese broker from Messrs.
Hutchison said that it was about
three months ago that he first dis-
covered that German files were
being sold on the market. They did
not have any particular brand,
simply going under the de-
signation of "German make."
The files handled by Hutchison's
were of American origin and were
the only ones on the market bearing
the "Cross-file" trade mark. Re-
cently some files had appeared bear-
ing an infringement of the Ameri-
can trade mark.

Mr. Armstrong contended that
his clients had no reason to suspect
that the files complained of, which
they received from Borneman and
Co., were in any way infringing
the marks of the Nicolson File Co.
They had previously bought
"globe" mark files from the
same German Company. The
loc complained of was a re-
peat order and bore the addi-
tional "Cross-file" mark. They
could not understand why the Ger-
man manufacturers should add
this mark to the original "globe"
mark.

A fine of \$50 was imposed on each
of the defendant firms, and the
files removed from the two shops
were ordered to be confiscated.

FRENCH FINANCE.

Paris, March 11.
La Matin recalling M. Pol-
care's financial achievements, re-
ports that the Government of the
Bank of France has asked the
Treasury to be looked
forward to confidently. Reuter.

STRAITS GOVERNOR.

POSSIBLE CHANGE IN THE
OFFICE.

GOSSIP IN MALAYA.

Sir Laurence Guillemard's ex-
tended term of office as Governor of
the Straits Settlements and High
Commissioner of the F.M.S. is draw-
ing to a close, and there is some
interesting speculation, not only
as regards his successor, but as to
whether any change in the position
itself is in contemplation.

At various times hints have been
made that the Governor of the
Straits Settlements might in future
be a Governor-General, with au-
thority over other territory, such
for example, as that of British
North Borneo.

Two Separate Offices.

There has also been the sugges-
tion that with the growth in im-
portance and wealth of the Federat-
ed States, the role of High Commis-
sioner of the F.M.S. should be
separated from the Governorship,
and that this post should be filled
by an official entirely unconnected
with the affairs of the Colony.

Such a scheme opens up interest-
ing possibilities. If opinions ex-
pressed in Malaya have any weight
in the Colonial Office, presuming
the higher office to be on the same
lines as hitherto, a Governor who
has had previous experience of the
country would be welcomed, says
the "China Express & Telegraph."

Former G.O.C.

At one time it was said that the
return of Major-General Sir Neill
Malcolm, the former General Officer
Commanding, would be popular.
But Sir Neill, who was then en route
to Borneo, has other important in-
terests, which make it doubtful whether
he would consider such an offer.

Another name is that of Sir
Frederick James, who was Colonial
Secretary from 1916 to 1924, when
he was appointed Governor of the
Windward Islands. Sir Frederick
is a man of vigorous personality and
strong opinions, who was a success-
ful administrator even if he did not
please everybody at one period of
his service. As Sir Frederick is
fifty-six years of age, he would not
be considered too old to return to
Malaya for a few years in the
supreme position.

FACTORY INCIDENT.

DISMANTLING OF BISCUIT
MACHINE.

TWO MEN FINED \$50 EACH.

The case of alleged damaging of
a biscuit making machinery at the
M.Y. San Company's factory was
resumed before Mr. R. E. Lindell
yesterday afternoon.

This time Mr. Leo d'Almada ap-
peared for the first accused, origi-
nally represented by Mr. Strellett.
The factory manager was re-
called at Mr. d'Almada's request
and in reply to counsel said he
could not say who was actually
responsible for dismantling the
machine.

The foreman who was yesterday
discharged was put in the witness
box. He said the machine had not
been in use since October last, but
when the factory closed for the
Chinese New Year holidays on
January 29 it was in perfect order.
Witness did not know when the
machine was dismantled. He first
noticed it was not in working order
after the holidays.

His Worship found there was no
evidence against Mr. d'Almada's
client and discharged him.

The other two men, who admitted
that they had dismantled the
machine were convicted and fined
\$50 each or in default four weeks'
jail.

PROPERTY SALE.

Brisk bidding was the feature of
a property sale yesterday at the
China Auction Rooms. Details
follow:—

No. 152, Wing Lok Street (1,087
square feet, Crown rent \$18.70 per
annum, 999 years lease from 1871)
—upset price of \$40,000—bids of
\$500 up—sold at \$49,500 to Mr.
P. K. Kwok who was acting on be-
half of Mr. Wong Wai-pak.

POLISH TEXTILE STRIKE.

Warsaw, March 11.
The Government has taken in
hand the strike of the 200,000 tex-
tile workers in the Lodz district and
has invited the millowners to come
to Warsaw to confer with the Minis-
ter of Trade. The workers are de-
manding twenty-five per cent. in-
crease in wages and the owners
offer six per cent, hence the dead-
lock. Socialist circles are consider-
ing a sympathetic strike. Reuter.

SYNTHETIC OIL PRODUCTION.

Berlin, March 11.
The Leunow works near Halle,
which are affiliated to the dye trust
purpose to begin the production of
synthetic oil from lignite on April
1. Reuter.

Notice is given in to-day's
"Gazette" of the accession of
Hong Kong to the treaty of com-
merce between the United King-
dom and Czechoslovakia. The
provisions of the treaty will
apply to this Colony as from
June 5, 1926.

HONG KONG'S FUTURE.

Aerial And Railway Transport.

GOVERNOR'S REFERENCE.

Replying as Honorary President to the toast of his health at the annual dinner of the Institution of Engineers and Shipbuilders yesterday, H.E. the Governor spoke of the part that engineers and shipbuilders had played in the history of China and referred to the possibilities of the future, including aerial and railway transport prospects. He referred to the construction of an aerodrome locally and to "the day when residents of this Colony will take through tickets from Kowloon to Calais—and return tickets at that."

The dinner was held at the Institution premises which had been most effectively laid out for the purpose.

There were about one hundred present, the principal guests including His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., who was accompanied by Capt. Steele, A.D.C., and Mr. A. Whyte, the Hon. Mr. W. T. Southern Colonial Secretary, and the Hon. Mr. H. T. Cressy, both of whom are Honorary Vice-Presidents of the Institution. Rear-Admiral W. H. D. Boyle, C.B., R.N., Commander J. F. Pearson, C.M.G., R.N., the Hon. Mr. H. W. Bird, Lieut.-Col. L. G. Bird, D.S.O., Lieut.-Col. S. Boylan Smith, Eng., Capt. W. N. Mitchell, R.N., Eng., Comm. G. H. Young, Mr. Cameron MacGregor (Glen Line) and Mr. D. Templeton.

Others present were Mr. J. Ormiston (President), Mr. L. J. Blackburn (Vice-President and chairman of the committee), Mr. R. M. Dyer, Mr. K. E. Greig, Mr. S. Baker and Mr. W. Russell (past Presidents), Mr. R. Hunter (Vice-chairman of the committee), Mr. W. J. Stokes, Mr. J. M. Jack, Mr. W. J. Hill, Mr. W. S. Bailey, Mr. A. Landsberg (Secretary) and many others.

"Institution" Activities. In giving the toast of "Our Honorary President," Mr. Ormiston referred to the Institution's extension and said that in spite of difficulties the estimated loss for the first year of change had not been exceeded. Owing to the diversion of ships to other trades where commerce was not beset with so many difficulties and the unemployed amongst their ranks, the non-contributory and absent members formed rather a large number. An unemployed member still retained the privileges of the Institution without having to pay the subscription.

In spite of these and other handicaps the Institution had maintained its charitable bequests and by lectures had endeavoured to the best of its ability to improve the scientific knowledge of members, to further engineering and shipbuilding science and by entertainments and dances in their premises to encourage social intercourse between members and their lady friends.

In conclusion, Mr. Ormiston asked for greater administrative support from younger members whose response was disappointing to requests for names of members willing to stand for election on the General Committee.

Governor's Reply.

Responding to the toast H.E. the Governor said:—"I thank you for the words in which you have proposed the toast of my health and, gentlemen, I thank you all for the way in which you have received the toast. It is, I feel, a great privilege to be Honorary President of an Institution the members of which have in a very literal sense built up this Colony, and it is a great pleasure to me to attend the first annual dinner given by you in your own premises, where we can feel thoroughly at home."

On the occasion of your annual dinner last year I spoke of what engineers had done for Hong Kong. To-night I should like to indicate very briefly what engineers have done, and have it in their power to do, for China. First of all consider lines of communication. The vast foreign trade of China results from the work of engineers. The total value of that trade to China as shown in the statistics of the Chinese Maritime Customs for 1924 was 1,790 million taels. Almost all this trade is borne in ships, designed, built, worked, decked and kept in repair by engineers. Steam navigation of China's inland water ways is another achievement of engineers, and especially on the upper Yangtze the pioneers surmounted not only difficulties but serious dangers. Railway engineering in China dates from 1876 and is therefore a year younger than I am. It has made great progress, but its future is bound to be greater still, and the day is sure to come when residents in this Colony will take through railway tickets from Kowloon to Calais and return tickets at that.

The Engineer in China.

Road construction in the European sense of the word has scarcely begun; but now that engineers have invented and are steadily perfecting the motor-car, and seeing what a hold motor transport already has upon the Chinese mind, the pressure of Chinese public opinion is likely before long to compel provincial authorities to build motor-roads. When this movement begins, an immense stimulus will be given to the motor industry and rubber and petrol will be even more in demand. Indeed I venture to prophesy that, when China is really opened up for motor traffic, a new design of motor car will become imperative, for the world's supply of petrol will not suffice and cars will have to be propelled by some other motor-spirit.

Air transport in China, save for purposes of civil war, hardly yet exists; but it is bound to come and we are already at work on an aerodrome for this Colony. The idea of travelling from Hong Kong to Canton in an hour is sure to make a strong appeal to business men; and once air ways are established the flight from Hong Kong to the majority of the great cities of China will only be a matter of one or at most two days' journey.

Civil Engineering. Another enormous field for beneficial activity in China, scarcely touched at present, is sanitary engineering in which I R.N., the Hon. Mr. H. W. Bird, Lieut.-Col. L. G. Bird, D.S.O., Lieut.-Col. S. Boylan Smith, Eng., Capt. W. N. Mitchell, R.N., Eng., Comm. G. H. Young, Mr. Cameron MacGregor (Glen Line) and Mr. D. Templeton.

It would be easy to continue for a long time in this strain, but I have said enough to show what an immense demand there is certain to be in China for engineers as soon as War Lords turn their attention from military to civil engineering. We in Hong Kong can do much to supply this demand by training Chinese students in British engineering standards and ideals at the Hong Kong University.

The generosity of the great firm of Butterfield & Swire has endowed the Tai Koo Chair of Engineering at that University; but it is for all British engineers and all British Engineering firms in this Colony and above all it is for the Hong Kong Institute of Engineers and Shipbuilders to collaborate in making the Engineering Faculty of the Hong Kong University the signal success which it ought to be.

Engineering and University. I earnestly invite you each and all to take a real interest in that Faculty. I do this not only as Chancellor of the University, but even more as Governor of Hong Kong, because I feel that there is a unique opportunity before this Colony of becoming intimately associated with future engineering developments all over China through the medium of young Chinese engineers, who will have been trained in Hong Kong and then go into all the Eighteen Provinces of China taking with them an affection for their "alma mater" and a real comprehension of the thoroughness and the high ideals of British engineering as well as of the genuine friendship for our Chinese neighbours with which we in this Colony are animated.

Gentlemen, I wish your Institution all success and an ever increasing membership as the years go by. I trust that every engineer stationed in Hong Kong will, as a matter of course, join up and do what he can to promote the welfare of the Institution. And I hope that your sphere of activities may steadily expand to the benefit not only of this Colony but of China as well.

The Visitors. Mr. L. J. Blackburn proposed the toast of the "Visitors" and referred to many of the honoured guests by name. He referred to the fact that the Institution had a large and valued number of associate members and emphasised that the Committee welcomed a large influx of both ordinary and associate members.

Replying for the guests, the Hon. Mr. H. W. Bird emphasised how much passengers, crew and officers on ship owed to the marine engineer and referred to the need for fostering deeper interest in engineering.

Rear-Admiral Boyle, speaking as a sailor, said they owed a debt to the shipbuilders and engineers who provided them with houses to live in and with the means of going round the world. He recalled how he was rushed out to China in 1895. Looking back on those days and on the long and weary voyage, he realised what a debt they owed the shipbuilders and engineers. On his last trip out to China he arrived in Hong

MURDER ATTEMPT.

YOUNG MAN SENT TO JAIL.

DRAMA IN COURT.

London, Feb. 20. There was an intensely dramatic scene at the Nottingham Assizes when a sentence of penal servitude for life was passed on Edgar William Smith, aged twenty-nine, who was charged with attempting to murder Policeman Dainty and shooting him with a revolver in the course of a struggle, when Dainty endeavoured to stop him while he was driving his car to Newark.

Accused reeled when the Judge pronounced the penalty and there was a gasp of astonishment in the Court.

Then Smith pleaded for mercy on account of his wife. He said "It is a terrible sentence."

"Yes, it is a terrible sentence," agreed the Judge, "but you did a terrible thing. It is only by the mercy of God that you are not charged with murder."

The Judge then called in Dainty in the presence of Smith and warmly praised his bravery.

Smith, during his defence, said that after the struggle at Newark in London, he was trying to think out the situation for two hours and then went to attend the afternoon service at St. Paul's.

CRIPPLE WALKS.

STRIKING CURE OF INFANTILE PARALYSIS.

A striking example of what can be done, even for advanced cases of infantile paralysis, was demonstrated recently at the Royal National Orthopaedic Hospital, Great Portland Street, W. (says a medical writer in the London "Morning Post").

A Mr. James Haylor, 32 years of age, contracted infantile paralysis when 14 years old. He was entirely unable to use his legs or even to stand on his feet. He was admitted to the hospital in June of last year, and is now able to walk up-right and push another patient about in a chair.

The case was shown recently, not as illustrating any new form of treatment, but as exemplifying the results that can be obtained by the methods which have been practised for many years by orthopaedic surgeons. Proper splinting in the early stages of the disease is regarded as being of supreme importance, because in a large proportion of cases, complete recovery is possible by proper splinting alone.

The disease still remains as much of a mystery as ever, the belief being that it is due to a germ which has not yet been isolated. It passes through three stages—the acute, the convalescent, and the chronic. In the acute stage the muscles are tender; and some of them may be paralysed, and it is important that no deformities should be allowed to arise during this period.

In the second stage, if recovery has not been effected by the end of two years, further improvement is unlikely, and the case becomes chronic.

Even at this stage, however, much can be done to help the patient, as, for instance, by the correction of deformities, and the hospital contains records of many cases, such as that shown recently, where patients unable to walk as a result of the disease have been enabled to walk after operative treatment.

The hospital treats 80,000 out-patients a year, 25 per cent. of which are the results of this disease.

People are beginning to learn that it does not pay to make a building ugly.—Mr. Baldwin.

Sometimes to save one's face is to lose one's soul.—Father Waggett.

The clash between England and America, so far as it exists, is to a very large extent the clash between middle age and youth.—Canon Carnegie.

Kong 16 days after leaving Malta. The war, he continued, proved a great test for the marine engineers and for the whole of the seafaring services of the British Empire, both Naval and Mercantile, and there had been no adverse criticism of marine engineers in this respect.

Mr. J. S. Gillingham caused considerable amusement by the reading of bogus "cables" from famous men who were "prevented from attending the dinner."

During the evening an excellent musical programme was given by Messrs. A. E. Stone, T. G. Paterson, R. M. Keown, and L. E. Hopkins. Messrs. G. Grimble and H. A. Jones were the accompanists.

The catering for the dinner was done by Messrs. Lane, Crawford, Ltd.

"CO-OPERATION."

THEOSOPHICAL SOCIETY ADDRESS.

THE WEEKLY MEETING.

Mr. J. Russell gave an address on "Co-operation" at Thursday's (weekly) public meeting of the Hong Kong Lodge, the Theosophical Society. An extract of his remarks follows:—

"It is up to all of us to strive to make things better by right thinking and co-operation, by trying to understand the causes which threaten the world to-day and to help each in our own little way to bring us all nearer to a solution which will make peace instead of warfare on earth."

"Right thinking must precede right believing and both must be followed before right conduct can be found. To arrive at right thinking, without which there can be no happiness, no peace, we must assist each other in the realisation of the unity of all mankind, however separate and conflicting our interests may appear to us here in the illusory world of forms, by a strong desire that brotherly love and peace may prevail."

"The Way to Peace. If each of us would co-operate with one another as cells in the one body of humanity, by daily and hourly thinking of the unity and eternal friendliness of the one divine life animating us all, and strengthening in one another the determination to overcome the enmity of the warring, selfish minds, the arch-enemy of the divine man in us, then surely the power of our inherent divinity will unfold and in expanding show us the way to peace."

"Every thought and desire carrying a message of love and unselfishness to humanity at large helps the labouring divinity to withhold and to reign in the erring voice of the human mind; and it is only in proportion as we co-operate, with one another to help in holding the mind in check as our instrument, not our master, that the light of our Divinity will light our way and show us the Will of the Universal Self, that wisdom that mightily and sweetly ordereth all things."

Converting Enemies. "A great Teacher once said: 'Hatred ceaseth not by hatred, hatred ceaseth only by Love'; and so evil ceaseth not by fire and destruction, but only by lovingly and wisely substituting the noble, the selfless, the good."

"People who happen to look upon the outside of things do not believe in the sermon of peace and goodwill towards all men. In the mighty power of trust in the goodwill of others, of selfless and brotherly co-operation."

"Like always arouses like, as a light in the darkness cannot fail to be seen, so unselfish love and a true co-operation in thought and deed cannot but disarm and convert enemies into friends."

"Those who know the spirit of the Theosophical movement are aware that it is pre-eminently practical, based on the sacred unity of all mankind, and serving not parts but the whole of humanity, for there is no lasting well-being of one part of humanity to the detriment of another."

The Steps to Christ. "The Theosophical tendencies now permeating all lines of thought have infused a new spirit of world-wide unity, of world-wide love and friendship which alone can lead us to peace, prosperity and lasting greatness. These are the steps to the Christ whom men profess. Let them follow Him."

"Never since the world began has the claim that 'men should brothers be and form one family throughout the world' seemed such a stupendous irony as now, and yet never has the hope seemed nearer realisation."

"We see all the world over man's thought, the divine gift, desecrated, by turning organisations, the most wonderful inventions and masses of human beings to the preparations to kill and to destroy in wholesale ways."

"Many there are who make a stand against such an insane state of affairs, for always there has been a band of thinking people but their voice is ridiculed and held up to scorn."

Solution to Deadlocks. "When will the nations of humanity cease to war and kill in the name of the Lord of Love, who Himself is for all and against none? Learn to trust, learn to co-operate with one another, in all good beginnings, learn to support the divine nature, to appeal to that in all men, so shall you prepare for peace and abundance of life will return to all."

"The practice of the Spirit of Universal Brotherhood, for the good not of a part, but of all humanity will alone provide a satisfactory solution of the deadlocks the world is in to-day."

"The application of the principles of Co-operation based on man's essential unity with all men and all nations of the earth will change us from the wish to outpace others to the wish to carry others along."

At Locarno. "It will teach us the spirit of 'each to all and all to each' and thus change the narrow class and racial outlook of the nations into the higher outlook for the good of all human beings, for the safety and prosperity of all members of the family of nations of the earth."

"What finer words could acclaim the new international ideal than those of Dr. Stresemann at the signing of the Locarno Treaty: 'If we go under, we go under together. If we would seek to rise, we cannot do so in conflict with each other, but only by working together.'"

"We cannot afford if we believe in the future of our Civilisation, to live in discord and enmity, but must join hands in a work of world-wide co-operation. Only thus will it be possible to lay the foundations for a future free from strife and rivalry in national, cultural and economical development."

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL."

Entertainment.

March 12—Queen's Theatre; "The Dressmaker From Paris."

March 12—World Theatre; "Man and Maid."

March 12—Star Theatre; "Thank You."

March 12—Dance at Peak Club, 9.15 p.m.

March 17—Musicals at Helena May Institute, 5.30 p.m.

March 21 & 22—Jascha Heifetz at the Queen's Theatre, 9.30 p.m.

Sports.

March 13—Fanning Spring paper hunt, 11 a.m.

March 14—Kowloon Cricket Club annual tennis tournament.

Meetings.

March 15—Mid-Level Residents' Assn. Meeting, Ladies' Recreation Club.

March 18—Annual meeting of the Society of St. George, Hong Kong, in the Board Room of Messrs. Jardine Matheson & Co., Ltd., 5.30 p.m.

March 23—Fifth annual meeting of H.K. Engineering & Construction Co., Ltd., Messrs. Shawan Tomes & Co., Ltd., 11.30 a.m.

Miscellaneous.

March 18—Lantern lecture by Rev. J. C. Knight Anstey on "Glimpses of Indian Life," at the Wesleyan Sailors' and Soldiers' Home, commencing at 8 p.m.

Members of H.M. Forces cordially invited.

March 25—Diocesan Girls' School annual speech day and prize-giving.

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LOCAL AND GENERAL NEWS.

There are 320,019 Boy Scouts, Rover Scouts, and Wolf Cubs in Great Britain and Ireland, an increase of 14,152 compared with 1925.

Shanghai butchers have been notified by their union that prices for all grades of beef, pork and mutton have been increased by 40 per cent. This was enforced on the first day of the Chinese moon.

Two Australian yachtsmen, Messrs. Robert and Francis Luks, are preparing to leave Marseilles in a small yawl, the "Curry Sark," to sail for Melbourne via the Red Sea, India, Singapore, Japan, the Fiji Islands, and New Caledonia. They are allowing two years for their voyage and expect to cover about 24,000 miles.

According to the "Daily Mail" a firm of London undertakers is using a hollow tapestry covered settee instead of the usual coffin shell to remove bodies from hotels and public places. The assistants are dressed as furniture removalists and wear green baize aprons. They carry the settee through the hotel during business hours and nobody knows that it contains a dead body.

Gen. Li Pao-chang, Defence Commissioner of Shanghai and Woosung, has issued another warning forbidding people to spread rumours detrimental to the Allied cause through the post, lest these rumours may endanger the peace and order of the city. Any offender, Gen. Li affirms, will be severely dealt with, according to strict martial law. However, it would appear that this warning, like several others, remarks the "North China Daily News," has been honoured by most people more in the breach than in the observance.

In view of the arrival of the Coldstream Guards in Shanghai, Chinese journalists are reported to have been at some pains to get a good translation for the name of the regiment. One interesting effort is reported, this working out as "Cold Water Soldiers," which is possibly not incorrect as a literal translation of the words when the name of the village of Coldstream is split up. The idea conveyed, remarks a Shanghai paper, is naturally that such troops will be eminently suitable for operations in this part of the country with its endless succession of creeks, containing very cold water at the present season.

The Portuguese Government has decided to hand over the management of the State Railways to a private company.

The "Straits Times" understands that all anti-malarial operations undertaken at the Singapore naval base have been under the control of the Admiralty medical officers.

A charming picture in colours of the Canadian Rockies adorns the neat little vest pocket calendars the Canadian National Railways are issuing in Hong Kong.



New portrait of Mahatma Gandhi, noted Nationalist leader of India.

The Rev. J. C. Knight Anstey is giving a lantern lecture on "Glimpses of Indian Life" at the Wesleyan Sailors' and Soldiers' Home next Friday, commencing at 8 p.m. Service men are invited to attend.

Now acting as unofficial propagandist in London for the Cantonese Nationalist Government, Mr. R. F. O. Bridgeman, a former member of the British Diplomatic Service, received a set-back in his home village of Finner on Feb. 5. He aspired to become a member of the Hendon Rural District Council, but in a triangular contest was at the bottom of the poll.

Radium valued at \$1,600 which disappeared from the operating theatre at Charing Cross Hospital last week, was recovered on a heap of refuse at Harrow, Middlesex.

A special parade of the No. 4 Platoon (Portuguese Section) of the Hong Kong Volunteer Defence Corps was held yesterday at the Club de Recreio ground in King's Park.

Mr. R. E. Lindsell yesterday fined a Chinese woman \$50 or four weeks' imprisonment for failing to report a case of small-pox. Defendant admitted she knew the child was suffering from small-pox but she did not know it was necessary to report.

The ship's Company of H.M.S. "Dane" held a successful dance in the Helena May Institute on Thursday evening, this being the first public function of the ship's Company and auguring well for the success of further ones contemplated.

Fairly extensive observations were held in Hong Kong today for the second anniversary of the death of Dr. Sun Yat-sen, especially among the Chinese working classes. Formal rites were gone through by nearly all of the labour unions, but in very simple form and without much of the trumpet blowing associated with similar ceremonies elsewhere. A number of guilds have declared a holiday at the request of employees. It was noticeable in the streets that the Nationalist flag (white "sun," blue "sky" and red ground) was even more extensively displayed than during China New Year when there was still a preponderance of the five-barred "Republic" banner.

The "Sunday Chronicle's" quest for a white husband for the daughter of an Elice Island chieftain has resulted in the receipt of numerous letters from eager suitors for the dark-skinned lady's hand. One comes from an ex-army officer, who confesses that he "is absolutely fed up with white girls," but is careful to add, "My passage must be paid." Another says he is willing to marry the girl if he becomes the chieftain's heir. Mr. Jack McLaren, who was first responsible for putting this queer matrimonial proposition before the public, states that he had an audience with the chief before leaving Elice Island, and learned that his daughter was sixteen years of age, an excellent swimmer, and owns a house and coconut plantation.

SOCIAL AND PERSONAL NEWS.

Mr. Ellis Ashmead-Bartlett, C.B.E., was sent to China by the "Daily Telegraph" in order to supplement the work of resident correspondents here.

The N.Y.K. "Kitano Maru" arrived here yesterday with a good many passengers from the North, including Mr. and Mrs. E. Ring and Mr. A. J. Christensen.

An engagement is announced between Surgeon Lt. V. H. Boobyer, R.N., son of Dr. and Mrs. P. Boobyer, of Nottingham, and Naney Kathleen, daughter of the late Mr. G. W. Appleby, of the Chinese Customs, and of Mrs. Appleby, of No. 12, Abercorn Place, N.W.

Several officers of the Japanese Army are on the "Kitano Maru" which arrived yesterday and leaves for London via Singapore to-day. These include Major-General Kenji Muro, Major Wataru Mitsuhashi, Major Toyozo Fukuhara and Captain Yoshimasa Kawaida.

Mr. and Mrs. H. W. Looker and Sir Gershom and Lady Stewart were among the large gathering who met the Prime Minister and Mrs. Baldwin at a reception given by the Marquess and Marchioness of Londonderry on Feb. 7. Mr. Looker was formerly senior partner in the local law firm now known as Deacons and is at present an M.P.

His many friends both in Hong Kong and Canton will wish Mr. C. E. Watson a pleasant time during his nine months' holiday. Mr. Watson is the popular secretary of the Shamen Municipal Council. Accompanied by Mrs. Watson, their two children and Mrs. Watson's mother, he came down to Hong Kong yesterday on the "Fatshan" and sailed for Home to-day on the "Kitano Maru." Mr. Watson's eldest son is going to Cranleigh on arrival in England. Prior to becoming the Shamen Council secretary, Mr. Watson had been on the staff of the Canton-Kowloon Railway (Chinese Section) and in business. He is a fine tennis player and represented Shamen against the last Japanese Far East Olympiad team.

Mr. J. Barrow has been appointed a Cadet in the Hong Kong Civil Service.

A Hong Kong resident in Mr. J. E. Joseph, who has been staying at the Hotel Cecil in London, is due back here very shortly.

Captain Teijiro Toyoda, D.S.O., Japanese Naval Attaché in London, is to leave for Japan on March 23. He will be succeeded at the Embassy by Captain Koichi Shiozawa, D.S.O., who reached England at the end of February.



General Sir Charles Harington the famous British general, recently promoted.

Three well-known postal clerks and telegraphists attached to the Kingston Post Office have been detailed for postal service in China in connection with the Shanghai Defence. Each served during the Great War, Mr. P. C. Mosely as Company Sergeant-Major, Mr. A. Charles as Sergeant, and Mr. A. W. Murley as Sapper, all in the Postal Section of the Royal Engineers.

The appointment of Lieutenant-General Sir Thomas H. G. G. Chapman Goodwin to be Governor of Queensland, in succession to Sir Matthew Nathan, has been officially confirmed.

Mr. F. G. Carroll, acting assistant sub-manager of the Hong Kong & Shanghai Banking Corporation (head office, Hong Kong), is going to Bangkok temporarily to act as agent there.

"An actor's life is not all oysters and champagne," Mr. Seymour Hicks told the "Daily News." "Six hours' sleep and 18 hours' work are my lot. 'Recently I wore a pedometer on the stage, and I found that I walked four miles daily, besides saying 20,000 words.'"

The forthcoming wedding is announced of Captain Patrick Carson Perfect (the cricketer of the 2nd Batt., King's Own Scottish Borderers now in Hong Kong) to Miss Helen Ann Hogg, of Edinburgh, Scotland.

Gen. Li Pao-chang, the Defence Commissioner, in reply to a letter of the Chinese Chamber of Commerce, consented to release Mr. Francis Zia, managing-editor of the "China Courier," and the "China Tribune" on security for three months to enable him to receive medical treatment. After this period, Gen. Li says, Mr. Zia must be taken into custody again.

Shanghai papers record the death of Mr. Gordon Stuart Valentine Bidwell at the Sisters of Mercy Hospital in London on Sunday last. The deceased had been ill for months and was confined to the house most of the time until about a month ago, when doctors ordered him to the hospital, which he never left. The late Mr. Bidwell left Shanghai in May, 1926, on home leave and it was soon on arrival there that he became too ill to be out. Mr. Bidwell, who was a Shanghai boy, "Gordon," more commonly called by a host of friends and business associates, was chief cashier of the Russo-Asiatic Bank, having been with them for 28 years until its liquidation. His chief interests were volunteer fire brigade work, both in the Settlement and the French Concession.

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SPORTS SECTION

STRAIGHT SETS.

E. C. FINCHER DEFEATS
M. K. L.

TENNIS TOURNAMENT.

Evidence that he was improved since last year was forthcoming when E. C. Fincher played yesterday in the Hong Kong Cricket Club annual tennis tournament, defeating M. K. Lo in straight sets in the first round of the open singles championship of the Colony.



M. K. Lo who, rather unexpectedly, lost to E. C. Fincher yesterday in the open singles tennis championship.

Fincher served and hit harder and his cuts and chops had to be difficult. The lower half of his experience stood him in good stead. Fincher concentrated on Lo's backhand and played fast tennis. Through having a lot of running to do, Lo finished very tired.

Yew Man-tsun appeared in the second round and showed a strong forehand drive, which he did not have before.

Honda (singles champion in 1926 and 1924) easily won his match in the doubles. Yesterday's results—

Open Singles.

First Round:—E. C. Fincher beat M. K. Lo, 6-3, 7-5, 6-3; J. Casambhoy beat T. Sajiki, 7-5, 6-3, 6-4; C. C. Stark walk-over from F. T. Orr.

Second Round:—Yew Man-tsun beat T. D. E. Pendered, 6-0, 6-1, 6-2; R. M. Henderson beat C. Chou, 8-6, 6-1, 8-3.

Open Doubles.

T. Honda and H. Akiyama beat Dr. J. Craig and W. L. B. Sparrow, 6-1, 6-0, 6-0.

Club Championship.

F. A. Redmond beat R. K. Valentine, 6-3, 6-2, 4-6, 6-0.

Handicap Singles "B."

P. E. Barker (rec. 4/6) beat H. C. Macnamara (rec. 15/3), 6-4, 9-7.

FANLING GOLF.

STARTING TIMES FOR SUNDAY.

Starting times for the Fanling course of the Royal Hong Kong Golf Club on Sunday are as follows:—9.28 a.m. W. J. Clerk, C. E. Robertson.

9.32 A. Bolas, D. M. Goodall.
9.36 Capt. Morris, E. P. Fletcher.
9.40 G. E. Towns, R. A. Green.
9.44 J. P. Sherry, T. Megarry.
9.48 C. B. Johnson, G. B. Layton.
9.52 A. H. Penn, L. M. S. Lloyd.
9.56 S. R. Sturt, X. Edwards.
10.00 A. D. Humphreys, C. A. Peel.
10.04 H. E. Standage, C. A. L. Rickett.

10.08 J. F. Kennedy, H. M. Muir.
10.12 A. Leach, F. H. Crupnell.
10.16 A. B. Raworth, M. H. Turner.

10.20 A. W. Roberts, S. T. Butlin.
10.24 J. Coulthart, W. M. Cox.
10.28 Lt. W. D. Brown, G. Davidson.

10.32 D. Forbes, F. B. Jones.
10.36 F. G. Vaux, D. H. Blake.
10.40 W. Ironside, T. Low.
10.44 P. J. Wodehouse, J. S. McLaren.

10.48 L. G. S. Dodwell, A. C. I. Bowker.
10.52 H. F. Bloxham, L. R. Andrews.

10.56 T. L. Christie, J. Harrop.
11.00 E. J. Mahon, W. C. Murray.
11.04 D. Templeton, J. W. Robertson.

11.08 C. C. Stark, J. H. Hearn.
11.12 N. K. Littlejohn, C. J. Waddell.
11.16 R. J. Rawlinson, Comdr. Finlayson.

11.20 G. E. Ellams, C. B. Brown.
11.24 N. L. Smith, E. des Voeux.
11.28 W. J. Shenton, B. Petheram.
11.32 W. Pittendrigh, J. H. Wallace.

11.36 H. U. Ireland, H. Spicer.
11.40 I. H. Geare, W. Douglas.
11.44 G. Murray, W. L. Dunbar.
11.48 R. W. Lee, E. D. Black.
11.52 T. C. Monaghan, A. O. Brown.

11.56 S. C. Feltham, S. Cox.
12.00 G. Grimble, C. Thwaites.

YACHT CLUB.

DETAILS OF SAILING EVENTS.

CRUISERS TO TRY AGAIN.

[By "Chau-Kung."]

The Royal Hong Kong Yacht Club v. Ladies event which was postponed last Sunday on account of the boisterous weather is now provisionally arranged for Sunday, March 20. At the next meeting I believe the contest is to be for teams of boats; the ladies have been reduced in numbers, but not in enthusiasm, by departures on home leave. They will probably be strengthened by the return of Mrs. J. L. Adams from leave.

The re-sail of the 1st race for Cruisers which should have taken place on Sunday, February 20, is now down for sailing on Sunday next. I believe the starters are to be asked to sail the race without

DRAUGHTS MATCH.

British Tourists Defeated in America.

New York, March 11.

An American draughts team defeated the visiting British team, which included five British champions.

The Americans won 92 games to 20, and 560 games were drawn. —Reuter's American Service.

time limit. The sailing committee are anticipating that in sheer goodness the pixies, when they learn of this condition, will send "lashings" of wind. The Championship is still open, with "U. and I." 38 points leading "Coquette" by 3 and "La Cigale" by 6 points. "Feathers" and "Norseman" are tied for 4th place with 26 points.

The Services members have laid down very sporting conditions for their handsome prizes. All classes are to compete together on sealed handicaps which are to be fixed on the day of the race as is the course. The winning boat of each class will receive a prize. The Service members are placing their boats at the disposal of those civilian members or their wives, who do not themselves own boats. A most keenly contested race is expected.

BRITISH LADIES.

TENNIS TOUR IN SOUTH AFRICA.

TWO MORE VICTORIES.

East London, Feb. 12. The British ladies' lawn tennis team met a Border team. Mrs. Watson (Great Britain) beat Mrs. Brokensha, 6-1, 6-2. Mrs. Watson and Miss Dix (Great Britain) beat Mrs. Klette and Mrs. Pike, 6-0, 6-5.

Mrs. MacJannett beat Miss Saunders, (Great Britain) 6-4, 6-3. Mrs. McIlquham and Miss Harvey (Great Britain) beat Mrs. MacJannett and Mrs. Duplessis, 6-3, 6-4. Miss Saunders and Miss Fry (Great Britain) beat Mrs. Stocks and Mrs. Newman, 6-1, 6-4. The British team won by four matches to one.

Victory Complete.

Queenstown, Feb. 16. The British ladies' lawn tennis team played a return match against a Border team.

Miss Fry (Great Britain) beat Mrs. MacJannett, 1-6, 6-2, 7-5. Miss Harvey (Great Britain) beat Miss Burns, 6-1, 6-1.

Miss Harvey and Mrs. Watson (Great Britain) beat Mrs. Drysdale and Mrs. Shearer, 6-1, 6-0. Miss Fry and Miss Saunders (Great Britain) beat Mrs. MacJannett and Miss Duplessis, 3-6, 7-5, 6-4.

The British team, who in the earlier encounter won four out of five matches, won all their matches on this occasion.

INTERNATIONAL SOCCER "CAPS."

London, Feb. 16. The following team has been chosen to represent Scotland in the "soccer" international against Ireland at Belfast on February 26:—Harkness (Queen's Park); Hutton (Blackburn), W. McStey (Captain), (Celtic); Muirhead (Rangers), Gibson (Partick), McMillan (Manchester City); Jackson (Huddersfield), Cunningham (Rangers), Gallacher (Newcastle), Howieson (St. Mirren), Morton (Rangers).

The following will represent the Hong Kong Hockey Club 1st XI against 5th/2nd Punjab on Wednesday at 5 p.m. sharp on the U.S.R.C. ground:—S. H. Garrod; Major Croker, R.A.M.C., D. Lyon; A. A. Dando, E. J. R. Mitchell (captain), Major J. P. S. Grieg, R.E.; G. B. Slipper, W. Woodward, Capt. Walker, R.A.M.C., E. L. Sim, G. P. Lammett.

CLASH AVOIDED.

DATES FOR BRITISH & U.S. CHAMPIONSHIPS.

AUTHORITIES OF GOLF.

The difficulty that had arisen owing to the fact that the date of the American Open Golf Championship had been fixed for the same week as that selected for the British event was dispelled, by an official announcement from the Championship Committee of the Royal and Ancient Golf Club of St. Andrews.

The statement was as follows:—The Championship Committee of the Royal and Ancient Golf Club of St. Andrews, realising that the unfortunate clashing of the dates of the open championship and the American open championship of 1927 will have prevented players from competing in both events, has been in communication with the United States Golf Association on the subject and is pleased to announce that a rearrangement of dates has been made. The open championship will be played at St. Andrews in the week commencing July 11, and the American open championship will be played at Oakmont (Allegheny County) in the week commencing June 13.

Departure From Custom. Both events had originally been fixed for the week beginning June 20, the American event having been arranged at an earlier time than usual owing to the more suitable climatic conditions.

The position has been made easier, and the dignity of the ruling body in each country maintained, by the arrangement announced, for the American event has been fixed for an earlier date and the British championship for a later period.

Though the action of the Championship Committee represents a departure from custom, it may not be without its benefits to British golf, for some of the big tournaments which it has been the custom to hold after the "Open" will now probably be arranged to take place before the big event, so that our leading players will have obtained plenty of competition practice before the Open Championship is decided.

EMPIRE SHOOTING.

HOW THE HONOURS WERE SHARED.

DIVISION OF TROPHIES.

London, Feb. 12. The results of the Empire shooting in connection with the Imperial Shields competitions for 1926 show that nearly 28,000 boys competed for the King's Trophy, which was won by South Africa with an average of 79 points out of a possible 100.

Canada was second with 78 points, Australia third with 71 points, and Great Britain fourth with 70.5.

Canada won 92 silver and bronze medals for individual high scores of 97 points and over. Australia won 89 for high scores of 97 and over, South Africa 22, Great Britain 12, India 6 and New Zealand 3.

The Senior Imperial Challenge Shield for the best senior school in the Empire was won by the Australian Naval Reserve, Edgcliffe, New South Wales, with an average of 96.4 points.

King's Letter to N.R.A. Admiral Jellicoe's sword, for the best small senior school in the Empire, was won by the Australian Naval Reserve, Fremantle, while the Junior Imperial Challenge Shield for the best junior school in the Empire was won by the Lawrence Military School for Cadets, Sarnawar, India.

The King has sent a letter to the National Rifle Association expressing much satisfaction with the result of the competition for His Majesty's Trophy. His Majesty considers that the excellent scores throughout the Empire reflect the greatest credit on the boys and their instructors.

G.K.C. ON SUSSEX.

"LITTLE KINGDOMS OF ENGLAND."

At the annual dinner of the Men of Sussex at the Cannon Street Hotel, under the chairmanship of Sir William Bull, M.P., Mr. G. K. Chesterton, responding to the toast of "Our Guests," spoke of his early days when as a child he was hurried as happily as possible through the beauties of Sussex and "chucked out" at Brighton—"that hideous and vulgar suburb." He was then subjected to a torture known as "sight-seeing." He suggested that a system be organised whereby carefully selected persons be thrown out of the train at various points between Victoria and Brighton so that they might be brought to understand the real beauty of Sussex. With Sussex as with other counties, we ought to foster and help the "local glory of the little kingdoms of England."

The President, responding to the toast of "The County and Men of Sussex," proposed by the Right Hon. James F. Hope, suggested in connection with a proposed publicity scheme, that members of Parliament and of county and other councils should be invited to join with societies interested in Sussex, and that a scheme should be thoroughly thought out before any money beyond a nominal amount was asked for.

The health of the president was submitted by Mr. C. E. Groom.

Socialism is a relic of the Victorian age.—Mr. Walter Leaf.

LOCAL SHARE MARKET.

OFFICIAL QUOTATIONS.

HONGKONG, MARCH 12, 1927, 10.30 A.M.

Name	Hong Kong Stock Exchange	Hong Kong Shareholders' Association	Share & Real Estate Brokers Society
T.T. on London	1/11 1/2	1/11 1/2	1/11 1/2
T.T. on Shanghai	80 1/2	80 1/2	80 1/2
Banks			
Hongkong Bank	1030 b	1080 b	1080 b
do. London	2114 n	—	2114 n
Chartered Bank	221 n	221 n	221 n
Mercantile Bank, A. & E. do.	237 n	237 n	237 n
P. & O. Bank	213 1/2 n	213 1/2 n	213 1/2 n
Bank of East Asia	294 b	210 n	—
Marine Insurance	74	66 1/2 b	71 b
Canton Insurance	\$660 b	660 b	\$650 b
China Underwriters	70ctab80cta	80cta b	80cta s
North China Insurance	T145 n	140 n	—
Union Insurance	287 b286 1/2 sa	285b 286 1/2 sa	285 b
Yangtze Insurance	\$38 M. n	40 n	—
Fire Insurance			
China Fire Insurance	205 b	200 b	—
H.K. Fire Insurance	617 1/2 b	615 b	615 b
Shipping			
Douglases	31 1/2 n	31 b	31 n
Hongkong Steamboats	21 s	19 b 19 1/2 s	20 s
H.K. Tugs & Lighters	1.10 n	24 n	14 s
Indo-China (Pref)	30 s	30 n	30 s
do. (Def)	40 b	40 n	40 s
Shell Transports	99.6 s & sa	25 b	101 1/2 n
Star Ferries	54 b	54 b 55 s	55 1/2 n
Water-boats	14 n	14 b	14 1/2 s
Refineries			
China Sugars	22 s	10 s	19 s
Malabon Sugars	34 n	33 s	31 1/2 b
Mining			
Benguets	1.30 n	—	—
Kallan Mining Ad.	38 n	42 1/2 n	40 1/2 n
Langkats (Combined)	\$214 b	21 b	21 1/2 b
do. (Single)	11 n	11 b	—
Shanghai Exploration	T4 n	4 b	—
Shanghai Loan	T7 n	6 b	—
Raubis	4 s	3.40 n	3 1/2 n
Tronoh Mines	21 1/2 b	—	—
Ural Caspian	8 n	21 1/2 b	—
Docks, Wharves, Godowns, &c.			
H.K. & W. Wharves	102 s	100 b 101 s	100 b
Hongkows	40 n	37 b 39 s	40 n
New Engineerings	150 b	150 b	150 b
Shanghai Docks	T5 1/2 b	5 1/2 b	5 1/2 n
Lands, Hotels & Bldgs.			
H.K. & S. Hotels	7.65 s	7 b 7 1/4 s	7 1/2 s
Hongkong Lands	54 n	53 1/2 b	54 s
Hongkong Realty	5.80 b	6 b	5 1/2 b
H.K. Territorial	2 1/2 s	1 1/2 s	2 s
Humphreys Estates	13 1/2 b	13 n	13 n
Prince's Building	80 n	87 s	—
Rural Lands	1 1/2 s	—	—
Cotton Mills			
Ewo Cottons	\$3 1/2 b	8 1/2 b	8 1/2 b
Oriental	T2 1/2 n	2 1/2 b	2 1/2 s
Shanghai Cottons (old)	T54 b	54 b	54 n
do. (new)	T27 b	27 b	28 n
Miscellaneous			
Canton Ices	5 n	4 s	5 n
Cements (comb.)	7 b	7.90 n	7 s
do. (old)	6 n	7 1/2 n	6 s
do. (new)	1 1/2 s	1 n	1 s
China Buses	9 1/2 n	—	—
China Lights (comb.)	14 b	14 b	14.60 n
do. (old)	11 n	10 1/2 b	10 1/2 n
do. (new)	7 n	7 b	8 n
China Prov.	4 s & s	3.90 sa	4 s & sa
Dairy Farms	17 n	17 s 16 1/4 sa	17 1/2 s
Der A. Wing	6 n	—	—
Hongkong Amusements	13.60 b	18 1/2 s	18 1/2 n
H.K. Constructions	2.30 n	2.30 b	2.40 n
Hongkong Electric	55 n	54 1/2 n	54 s
H.K. Ropes (old)	10 n	6 s	7 s
do. (new)	5 n	—	—
Hongkong Tramways	20.60 b	20 1/2 b 20 1/2 sa	20 1/2 sa
Lane, Crawfords	7 b	7 1/4 b 20.60sa	7 n
Macao Electric	35 n	—	—
Mackintosh	19 1/2 n	—	—
Nanyang Tobaccos	9 1/2 n	9.80 b	—
Peak Trams (old)	15 1/2 b	15 b	15 b
do. (new)	8 1/2 b	8 n	8 n
Sinceres	8 1/2 b	9.10 b	9 n
Singapore Trams	11 1/2 s	9.6 b	10 n
Taxis	1 s	70 c	65 Cts n
United Asbestos	—	—	—
do. (Founders)	—	1.80 n	—
do. (Ordinary)	20 n	18 n	—
Watsons	12 1/2 n	12 1/2 n	12 b
Wm. Powells	6 1/2 n	5 b	5 n
H.K. Telephones	3.85 b3.80 sa	3.90 b	3.80 b

EXCHANGE.

LONDON EXCHANGES.

Hongkong, 12th March 1927.	Barby, March 11
On London—	Paris ... 124
Bank Wire ... 1/11 1/2	New York ... 4.85 9/31
On demand ... 1/11 1/2	Bombay ... 35.25
30 day's sight ... 1/11 1/2	Amsterdam ... 14.12 1/2
4 months' sight ... 1/11 1/2	Milan ... 108 10/16
Credits 4 months' sight ... 2/11 1/2	Berlin ... 30.48 1/2
Documentary, 4 months' sight ... 2/11 1/2	Stockholm ... 18.16
On Paris—	Copenhagen ... 18.13
On demand ... 1280	Cole ... 15.33 1/2
Credits, 4 months' sight ... 1285	Vienna ... 24.47 1/2
On Berlin—	Franco ... 163 1/2
On demand ... nom.	Hamburg ... 192 1/2
On New York—	Madrid ... 38.16 1/2
On demand ... 47 1/2	Lisbon ... 117 1/2
Credits, 60 days' sight ... 49 1/2	Athens ... 37 1/2
On 4 madd ... 1/11 1/2	Rio ... 28
Wire ... 181	Bombay Air ... 4 1/2
On Calcutta—	Bombay ... 1/8 1/4
Wire ... 131 1/2	Shanghai ... 3/8 1/2
On Singapore—	Hongkong ... 1/11 1/2
On demand ... 85 1/2	Yokohama ... 5/10 1/2
On Manila—	Silver Spot ... 35 1/2
On demand ... 85 1/2	Silver Forward ... 35 1/2
On Shanghai—	—
On demand ... nom.	—
30 days' sight (private paper) ... 1/11 1/2	—
On Yokohama ... 97	—
On demand ... 97	—
Sovereigns (Bank's buying rate) ... 97.20	—
Silver per oz. ... 25 11/16	—
Bar Silver in Hongkong ... 1 1/2 p.m.	—
Chinese Copper Cash ... nom.	—
Chinese Copper Coins ... 6 1/2 p.m.	—
Rate of Yeh interest ... 7 1/2 p.m.	—
Chinese Sub. ... 24 1/2 d.p.	—
Bongtong Sub. ... nom.	—

A young American, after drinking "bootleggers' whisky," boarded the "Aquitania" in New York to farewell friends. He awakened next day, clad in evening dress, when the ship was in mid-ocean. He visited the purser, seeking clothes, and asked, "Where do I get off?" The purser replied, "Cherbourg—if you are lucky." The passengers cheered the traveller disembarking at Cherbourg. The drink he had probably cost him \$120, which is the return fare.

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4. Pate de Foies Gras in Aspic
5. Filet de Boeuf a la Jardiniere
6. Roast Capon, Bread Sauce
7. Baked Cauliflower
8. Fried Potato
9. Coupe Jacques
10. Cheese
11. Fruit
12. Tea or Coffee

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MOTORING SECTION

BRITISH CARS.

GROWTH OF THE INDUSTRY.

Mr. H. Thornton Rutter writes in the "London Daily Telegraph":

Despite the disturbing effects of the coal strike, the record of the British motor industry for 1926 represents no small achievement. For the first time in history the export of British motor vehicles has exceeded, both numerically and in value, the import. In 1925 the imports amounted to 49,349 vehicles. Of these 1,618 were re-exported, leaving a balance of 47,731 to be sold in Great Britain. In the same year, exports amounted to 29,041 vehicles. In the matter of value the difference was not so great, the average value of British exports being considerably higher than the value of foreign imports into this country. The exports were valued in round figures at \$7,412,000, whereas imports were valued at \$3,526,000, so that there was an adverse trade balance of well over \$1,000,000 as far as the industry was concerned.

A very different state of affairs was seen in 1926. The total imports amounted to 23,211 vehicles, of which 1,350 were re-exported, leaving a balance of 21,861 vehicles to be sold in Great Britain. Exports, however, amounted to 33,237 vehicles, thus exceeding imports by some 11,400 vehicles. When we consider the values in each case the results are even more striking. The total value of British motor exports was roughly \$7,301,000, and the total value of imports was rather under \$3,452,000. Thus the value of our motor exports was more than double the value of our imports, giving favourable trade balance of the year of not much less than \$4,000,000. It will be noticed that, though more vehicles were exported in 1926 than in 1925, the total value of the exports went down slightly. The reason for this is that owing to the tariff arrangements to establish coach-building industries in countries where motor chassis are not constructed, a larger proportion of exports now consists of bare chassis as opposed to complete vehicles. Undoubtedly another factor in reducing the stated value of exports is the general lowering of prices by British motor manufacturers, rendered possible by the increase in their output to meet an enlarged demand both in the home and overseas.

One of the factors that has assisted in reducing imports has been the application of import duties, first to motor-cars, and more recently to commercial and public service motor vehicles. Another has been the growing realisation on the part of the British public of the merits of British cars and of the fact that, whatever may have been the case in years gone by, the motorist no longer has to buy other than British goods if he wants a thoroughly satisfactory article at a thoroughly moderate price. The tendency to buy British has been reinforced by a well-conducted campaign on the part of British manufacturers, who have pointed out to the public in sober and restrained terms the many advantages of buying the products of home factories.

Markets Overseas.

Success in 1926 is not to be allowed to put any brake on the efforts of those connected with the motor industry still further to increase this trade, both at home and abroad. In addition to activities by individual manufacturers, it has been decided to adopt a suggestion put forward by the Prime Ministers and other representatives of the Dominions during their visit here, that on behalf of the industry as a whole an official delegation should be despatched to Australasia and South Africa. This delegation, consisting of Major Sir A. Boyd-Carpenter, M.P. for Coventry, Mr.

Alan R. Fern, and Lieut.-Colonel A. Hacking, D.S.O. (secretary of the Society of Motor Manufacturers and Traders), will leave England early in March, visiting every State in Australia and investigating the conditions in New Zealand and South Africa. They intend to return to England towards the end of August.

While all success must be wished for this mission, it must be remembered that the home market is the backbone of the British motor industry. Here again the official figures reveal a phenomenal growth in production of the British factories. According to the Ministry of Transport's returns, the greatest number of motor-vehicles licensed to use the roads in 1925 was 1,510,000, including 580,000 cars, 572,000 motor-cycles, 224,000 commercial motor-vehicles, and 99,000 motor-hackney cabs, omnibuses, charabancs, etc. For 1926 the total increased to 1,690,000 vehicles licensed, including 676,000 cars, 630,000 motor-cycles, 248,000 commercial wagons, and 99,000 hackney vehicles. This represents, omitting the motor-cycles, an increase from 338,000 vehicles in 1925 to 1,060,000 vehicles in 1926, so that 122,000 additional motor-vehicles were placed on our roads in 1926. Therefore, deducting the 22,000 imported vehicles sold in Great Britain that year, British motor factories supplied 100,000 of this large increase.

They also exported over 33,000 vehicles, so it is evident from these facts that 138,000 motors were built in Great Britain in 1926. To these have to be added the new vehicles to replace those worn out and scrapped. No exact figures can be given for this additional source of output, as British motor manufacturing firms do not disclose their total annual sales. However, taking the life of a motor-car at twelve years, this would represent on the total of 1925 of 938,000 something like an addition of 80,000 replacement vehicles, bringing up the final total of British motor productions and sales to 218,000 cars, vans, and hackney carriages for 1926. In 1913 the total British production was about 25,000 motors, so that to-day the demand for British motor-vehicles is nearly ten times as great. With a home demand of at least 180,000 vehicles this year, which is likely to be supplemented by the export of 50,000 cars and chassis, the British motor manufacturing firms can look forward to selling something approaching a quarter of a million cars in 1927.

American Competition.

Of the total of 33,237 vehicles of British make exported during 1926 more than one-third, or, to be exact, 11,709 vehicles were exported during the last three months of the year. The export during this last quarter was some 35 per cent. greater than it has ever been in any previous quarter. To some extent this may have been due to the coal stoppage and the subsequent delays in securing raw materials tending to hold up deliveries, which should have been made earlier in the year. The main factor however, is unquestionably to be found in the fact that round about the last Olympia Show enormous steady orders for export were placed with several British manufacturers, and deliveries were begun to be made under these contracts. It will be surprising if the total of exports during 1927 does not exceed the total for 1926 by at least 80 or 40 per cent. On the other hand, America is diminishing her output for 1927, and expects her exports to British Dominions to fall, while she hopes that Latin America will replace the markets in which the British manufacturer is making headway against all rivals.

As a matter of fact, whereas in 1925 the total production of the American and Canadian factories, including commercial vehicles, was 4,336,754, in 1926 the number had only increased to 4,480,000 vehicles, and the programme this year, as laid down at present, is to build not more than 4,000,

100,000 MILE CLUBS.

DETAILS OF A UNIQUE ORGANISATION.

As the year 1926 drew to a close there were 960 members of the Studebaker 100,000 Mile Club, according to an announcement made by the Studebaker Corporation of America on December 21.

Studebaker 100,000 Mile Club is a unique organisation. It is composed of motorists who own Studebaker cars which have travelled 100,000 miles and are still in service. A prospective member must satisfy Studebaker that his car is fully qualified before admission is granted. Then the new member is given a plate, similar to the ordinary licence plate, which is to be placed on the rear of the car. This plate announces the owner's membership in the Club.

While there are 960 members of the Studebaker 100,000 Mile Club, there are more than 100 Studebaker cars that have passed the 200,000 mile mark, more than 60 have been driven over 300,000 miles, and at least a dozen more than 400,000 miles. And all are still in service. The honour member of the 100,000-Mile Club at the present time is Charles Marmier, Chisholm, Minn. When last reported, Mr. Marmier's Studebaker had travelled 419,334 miles. It is still going strong.

INDIAN IMPORTS OF CARS.

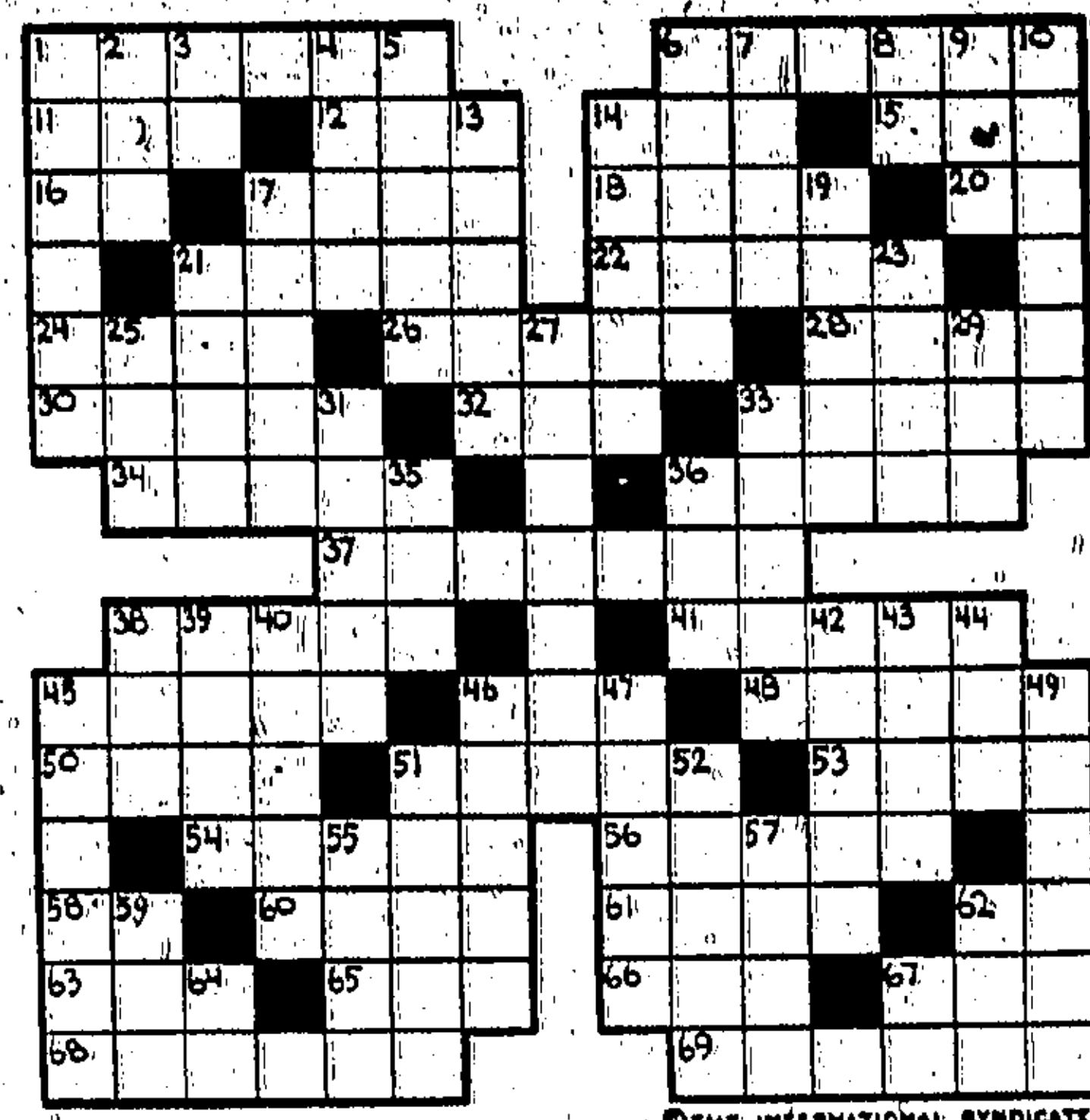
From a report of the Department of Overseas Trade it appears that during the period April-September, 1926, the number of motor vehicles imported into British India showed a steady expansion. The total number of cars received was 5,982, of which 2,239 came from Canada, 2,049 from U.S.A., 709 from Great Britain, 696 from Italy, and 206 from France.

000 vehicles of all kinds. Thus, wonderful as these figures are, the British industry is advancing, while that of America is practically marking time. Taking the total export figures of both countries on a percentage basis of the total production, America exported about 12½ per cent. of her output last year, as compared with an export of over 15 per cent. of the total number of British motor vehicles.

27,500,000 Motor-Vehicles. It is interesting to note that the various State reports reveal that 22,330,000 motor vehicles are registered in the United States of America. Passenger cars are 19,520,000 and commercial motor vehicles 2,810,000. According to the statistics issued by the National Automobile Chamber of Commerce, the world registration of motor vehicles is 27,500,000, so that 81 per cent. of all the motors of the world run on the roads and surfaced highways of the United States of America. Out of the 3,950,000 passenger American cars produced in 1925, 74 per cent. were closed cars, although there is a good demand for "roadsters" or open touring cars, according to reports at the recent New York Motor Show. The average retail price obtained for new cars was \$173 4s. and \$218 for commercial motor vehicles. This is very low indeed, and shows how keen is the competition amongst the American manufacturers. Still, if one considers that the home market in the States has risen from 20,000,000 vehicles registered in 1925 to 22,330,000 vehicles registered in 1926, with an absorption of 4,000,000 cars and trucks—2,000,000 new owners and 2,000,000 replacements of old vehicles—it will be seen that the turnover on quantity production allows such prices. Yet there is actually little change in average price in the past year, as the average retail price of American motors recorded in "The Daily Telegraph" of January 23, 1926, was \$173 4s. for cars and \$270 for trucks. In fact, it is the commercial vehicle, which has lowered its price and not the passenger car, which is precisely as it stood the previous year.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Instructed
- 5-Elevated
- 11-Tear
- 12-To provide with weapons
- 14-Deep black
- 15-Rowing implement
- 16-Part of verb "to be"
- 17-To run away from
- 19-Always
- 20-New England State (abbr.)
- 21-Measure of length
- 22-Acid fruit
- 24-Image
- 25-To move sideways
- 26-Piece of a skeleton
- 30-Stop
- 32-Attempt
- 33-Horseman
- 34-High male voice
- 35-Regenerate
- 37-List of events
- 38-Weeds
- 41-Settles
- 45-Planted
- 46-Came together
- 48-Claw
- 50-Chirp
- 51-Deadly

HORIZONTAL (Cont.)

- 53-Unadorned
- 54-More sensible
- 56-Bundle of twigs used as a broom
- 58-Effect
- 60-Period of time
- 61-Den
- 62-Exclamation
- 63-Finish
- 65-Crooked
- 66-Established (abbr.)
- 67-Raw metal
- 68-Negligent
- 69-Avoid

VERTICAL

- 1-Causing suffering
- 2-Purpose
- 3-Heavenwards
- 4-Stop
- 5-Forest product (pl.)
- 6-Embarkment
- 7-Newspaper paragraph
- 8-Towers
- 9-Auditory organ
- 10-Cochman
- 13-Deceive
- 14-Insolent
- 17-Criminal

VERTICAL (Cont.)

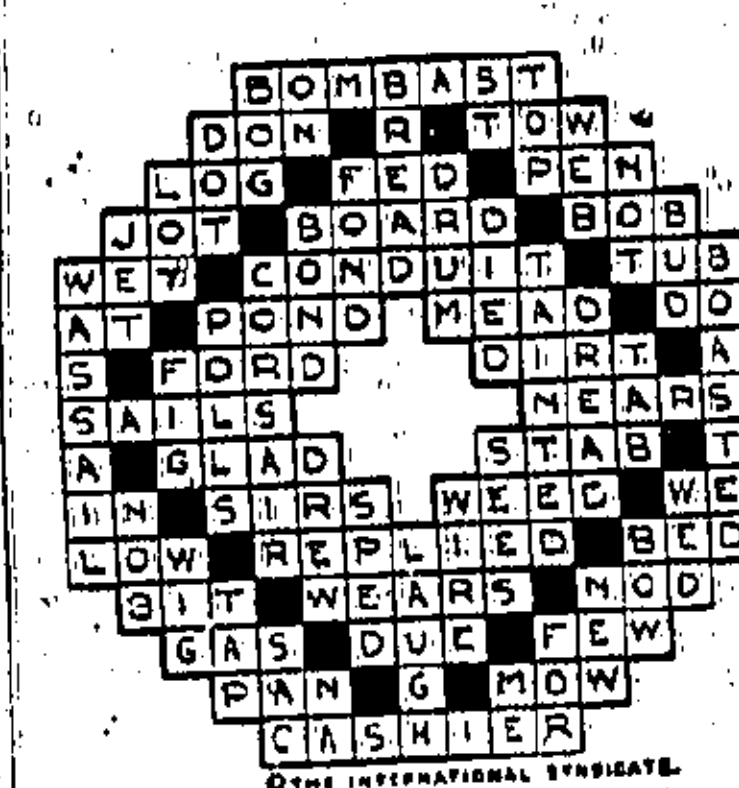
- 19-Bird
- 21-A jetty
- 23-A knot or knob
- 25-Period
- 27-Woolen rep
- 28-Fresh
- 31-Tied with rope
- 33-Sand
- 35-Railroad (abbr.)
- 38-Radical (abbr.)
- 39-Inspires awe
- 40-Retailer
- 42-Steam
- 43-A mineral salt
- 44-Conjunction
- 45-An insect
- 46-Wed
- 47-Postpone for future consideration
- 48-Male relative
- 51-Drocca
- 53-Digit
- 55-Agreement to rent
- 56-Tidings
- 57-Roasts, as a
- 58-Unit
- 62-Form of v
- 64-Dot
- 67-Ejaculate

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

ALBIONS IN SYDNEY.

That the British motor manufacturers are pushing their machines very effectively in Australia is indicated by the fact that in one week no less than six repeat orders for Albion commercial vehicles were notified to the factory in Glasgow by their agent in Sydney. Such well-known firms as Nestlé and Anglo-Swiss Milk Company and the British Australian Tobacco Company are included in this list.

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THE WAY THE WORLD WAGS.

Six hundred houses have been destroyed by a fire which broke out in Kobayashi, Japan.

Less than 5 per cent. of children leaving school in Birmingham seek "black-coated" occupations.

For professional misconduct Mr. De la More Mignon, of 160, Victoria street, Westminster, has been struck off the roll of solicitors.

The purchase price for the Fortune Theatre, Russell-street, Drury-lane, which has been acquired by Mr. Tom Walls, is 290,000.

The two-year-old daughter of Mr. J. G. Hicks, a Cardiff business man, and a servant were found dead in bed at Mr. Hicks's home, the room being full of gas.

A consignment from London of gold for the Soviet arrived recently at Reval, where it was transferred to a special steel-lined railway van and dispatched to Moscow.

As a result of the accidental discharge of his gun while getting through a hedge Mr. Edward Macrie, 60, retired farmer, of Kidmore End, Reading, was fatally shot.

The "London Gazette" announces the appointment of Sir Philip Macdonnell, Judge of the High Court of Northern Rhodesia, to be Chief Justice of Trinidad and Tobago.

After falling from a three-storey building into a paved yard at Blackburn Thomas Nuttall, a labourer, sat up and asked for a cigarette. His only injury was a broken leg.

A public garage adjoining Morden station, (London Underground) for the convenience of passengers who wish to drive to the station and "park" their cars, has been opened.

For stabbing girls in the legs with penknives two schoolboy brothers of Castleford, Yorkshire, were ordered to be birched at the police court—one to have six strokes and the other three.

Middlesex County Council have resolved to submit to the Home Secretary draft by-laws to prevent the disfigurement by advertisements of public parks, pleasure grounds, rural scenery and villages.

During one of the gallops with the Belvoir Hounds the horse ridden by the huntsman trod on the fox which was being hunted. The fox turned, bit the horse on the leg, and then escaped from the pack.

Influenza stopped a defendant and the constable who was to have given evidence against him from appearing in a motor case at Bristol. The magistrate said the 'flu was pretty well enough punishment, so the fine would be 5s. only.

A Committee to report on daylight saving has been appointed by the Kenya Legislative Council. Another Committee has been appointed to investigate the causes of the high cost of living and its relation to salaries, particularly in Nairobi.

After 16 years as matron Miss McIntosh is retiring from St. Bartholomew's Hospital.

The Underground Company's public garage at Morden tube station—the first of its kind in Britain—was opened in mail week.

A wild dog fox nightly roams the streets of Greenford, a Middlesex village nine miles from London, and barks outside the police station.

At Hanley, Staffordshire, three men were each sentenced to six months' hard labour for theft at the Arsenal v. Port Vale Cup-tie.

An omnibus containing 22 passengers overturned on the slippery road at Broughton, Northamptonshire, but only one passenger was injured.

Mr. J. Hugh Jones, Editorial Director of the "Daily News," died at his residence in London from pneumonia after a short illness. He was 43.

At Dronfield, Derbyshire, the owner of an Alsatian dog which was stated to have bitten an insurance agent in the leg was ordered to keep the animal under control.

The Rev. H. R. L. Sheppard, who resigned the living of St. Martin-in-the-Fields, Trafalgar-square, owing to illness, states that his health shows signs of real improvement and he hopes to regain strength for a full and active life.

Walsall magistrates granted the application of Edward Cyril Pritchard, a Wednesbury councillor, for the removal of a year's driving disqualification which followed his conviction in October for being drunk in charge of a car.

"You can have my wireless set for all the good it is. I can't understand half of what is broadcast, it is such highbrow, classical stuff," Mr. Registrar Friend at Clemenwell County Court to a man who said his set would not work properly.



DROWSINESS AFTER MEALS

is a symptom of sluggish liver. To correct liverishness there is nothing so good as Pinkettes, the dainty little laxative regulators. As gently as nature Pinkettes dispel constipation, banish biliousness and sick headaches, clear the skin, purify the breath, relieve Piles. Your chemist sells them; also post free, 60 cents per vial, from The Dr. Williams' Medicine Co., 60, Kianglese Road, Shanghai.

There are notes the "Law Journal," 1,420 women magistrates for England and 237 for Scotland.

Found guilty at Aldershot of misappropriation of army moneys, Private E. Beavis, R.A.S.C., will undergo 12 months' hard labour and be discharged with ignominy.

The death is reported of the Rev. H. W. Bush, the vicar of Bathford, Bath, aged 65, formerly a chaplain in India, who accompanied the Chitral Relief Force. He founded the Indian Kennel Club.

In rescuing his wife from a Turkish bath cabinet heated by oil which had set fire to the room, the Rev. J. M. Latham, Rector of Offord Cluney, Huntingdonshire, was burned and died from shock.

The death is announced of Sir Arthur Osmond Williams, Bt., of Merionethshire, while on a visit to Major-General Sir Nevill Maskelyne Smyth, V.C., and Lady Smyth, his son-in-law and daughter, at Ballmoral, Victoria, Australia.

Two hundred empty railway passenger coaches at a dead end between Sowerby Bridge and Ripponden, Yorkshire, started accidentally and crashed into an embankment at high speed, with the result that a dozen coaches were derailed and smashed.

Instead of cocktails, cinnamon and quinine was served to the members of the committee of the Stage Guild Ball, who met at the Royal Opera House, Covent Garden. It was provided by Mr. Nicholas Hannen, the actor who said it would do them more good than cocktails.

The Pacific Cable Board, Queen Anne's-chambers, S. W., announce that on February 1 substantial reductions were made in the cablegram rates by their route between the British Isles and Australia and New Zealand, as also between Canada and Australia and New Zealand.

The Pacific Cable Board announce that rates for cablegrams between Britain and Australia will be reduced from 2s. 6d. to 2s. per word and between Britain and New Zealand from 2s. 3d. to 1s. 11d. per word. The Eastern Telegraph Co. have already announced a similar reduction.

The Calcutta Corporation, which recently refused to vote an address of welcome to the Viceroy on the occasion of his first visit to the city, has decided to give a civic welcome and address to Mr. Saklatvala, the Communist M.P., who is at present touring India. The decision was reached after protests by the European and non-Swarajist councillors.

M. Zhivago, a Russian engineer who took charge of an expedition to South America for the Soviet Government two years ago, has arrived back in Moscow. The official object of the expedition, which spent most of its time in Columbia, was to study flora, with a view to cultivating some of the "industrial plants and trees," particularly the rubber tree, in parts of the U.S.S.R. where climatic conditions may seem to warrant success.

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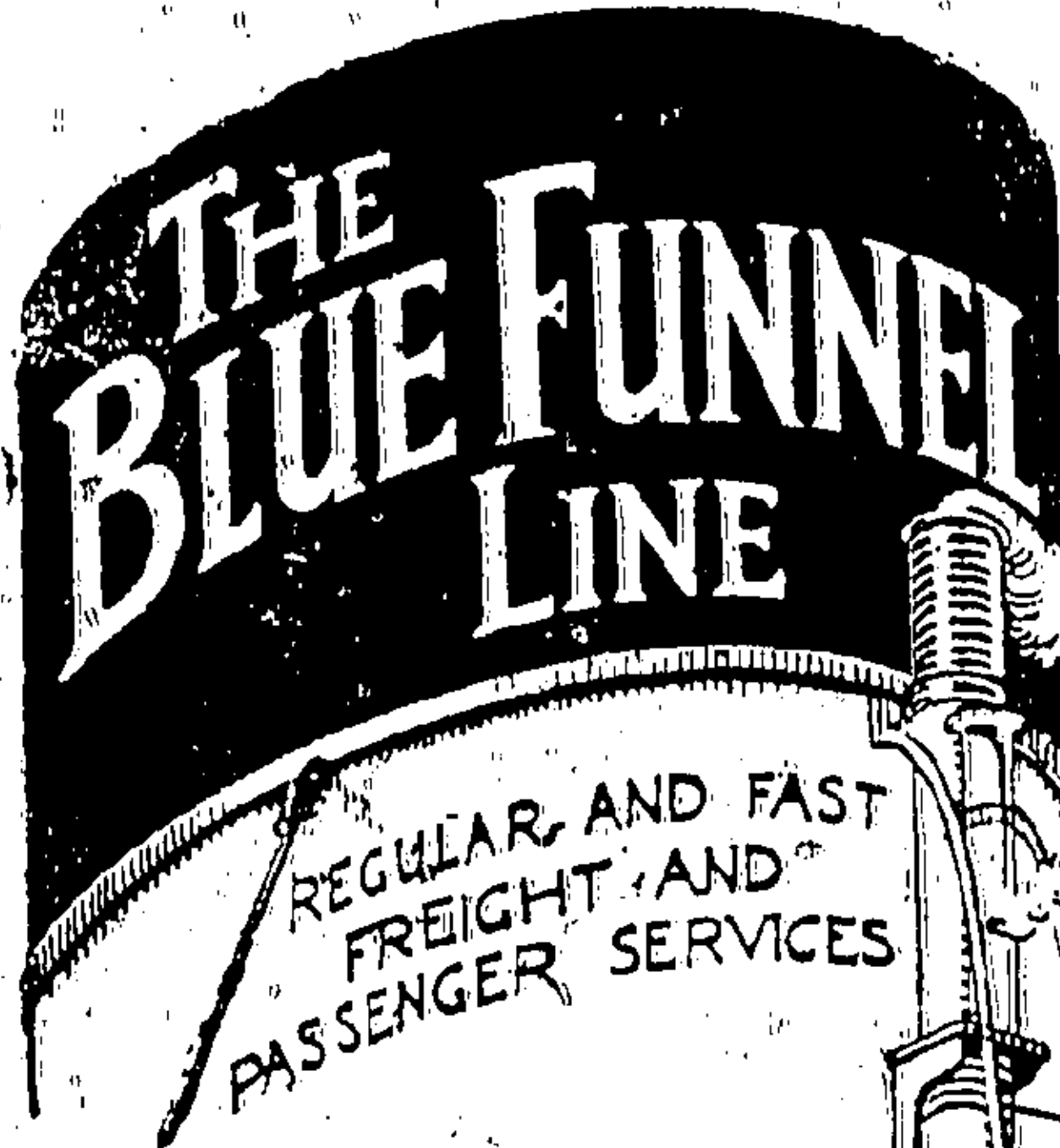
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INWARD MAILS.

From	Per
SATURDAY, MARCH 12	
Europe via Negapatam (letters only, London, 10th Feb.)	Hong Kong.
SUNDAY, MARCH 13	
Shanghai & Europe via Siberia	Amazon Maru.
Shanghai	Kiukiang.
Europe via Negapatam (papers only, London, 10th Feb.)	Kum Sang.
MONDAY, MARCH 14	
U.S.A., Honolulu, Japan & Shanghai	Taiyo Maru.
Straits	Khyber.
Shanghai	Soochow.
U.S.A., Honolulu, Japan & Shanghai	Pres. Van Buren.
U.S.A., Honolulu, Japan & Shanghai	Pres. Cleveland.
TUESDAY, MARCH 15	
Japan & Shanghai	Porthos.
Saigon	General Metzinger.
FRIDAY, MARCH 18	
Japan & Shanghai	Mongolia.
Australia & Manila	Aki Maru.
Canada, U.S.A., Japan, & Shanghai	Empress of Canada.
SUNDAY, MARCH 20	
U.S.A., Canada, Japan & Shanghai	Pres. Madison.

OUTWARD MAILS.

For	Per
SATURDAY, MARCH 12	
Shanghai	Szechuen 2.30 p.m.
Shanghai & Europe via Siberia (letters & postcards specially superscribed "Via Siberia" only)	Szechuen 3.30 p.m.
SUNDAY, MARCH 13	
Swatow, Amoy & Formosa	Hozan Maru 8.20 a.m.
Swatow & Bangkok	Chang Tai 9 a.m.
Haiphong	Tonkin 9 a.m.
Amoy	Kwangtung 9 a.m.
Shanghai & Europe via Siberia (letters & postcards specially superscribed "Via Siberia" only)	Shantung 9 a.m.
MONDAY, MARCH 14	
Swatow & Bangkok	Kaigan 10.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Amazon Maru 10.30 a.m.
Manila	Pres. Van Buren 6 p.m.
TUESDAY, MARCH 15	
Swatow	Chinhua 8.30 a.m.
Swatow, Amoy and Foochow	Hai Ning 1 p.m.
Swatow	Kanchow 1.30 p.m.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 18th March. Registration 1.45 p.m. Letters 2.30 p.m.	Porthos 5 p.m.
Japan	Kumgang 5 p.m.
Swatow, Amoy & Formosa	Taiwan Maru 5 p.m.
WEDNESDAY, MARCH 16	
Amoy	Tijitaroom 10.30 a.m.
THURSDAY, MARCH 17	
Hohow, Pakhoi & Haiphong	Monado Maru 8.30 a.m.
Straits	Cremer 2 p.m.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 28th March. Parcels (17th) 5 p.m. Registration 8.45 a.m. Letters 9.20 a.m.	Taipei.

*Correspondence bearing vessels' name only.

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H.M.'S. FORCES.

Latest Naval & Military Movements.

"YARMOUTH" COMING OUT.

H.M.S. "Yarmouth," Captain W. N. Custance, is coming out (and due shortly) with relief crews for ships on the station. The "Yarmouth," which was attached to the Signal School, Portsmouth, was to have completed repairs on Feb. 15, and be ready to leave about Feb. 15. Among those who will take passage in her is Commander V. B. Ward, lately commanding the "Ross," with the Portsmouth Submarine Flotilla, who is going out to join the cruiser "Vindictive," in which Commander C. A. Merriam has completed two years.

Gunboat Commanders, Lieutenant-Commanders C. St. C. Ingham and A. L. Poland, D.S.C., selected to command the gunboats "Moorhen" and "Robin" respectively, will also take passage in the "Yarmouth."

Lt-Comdr. S. St. C. Ingham was appointed to H.M.S. "Moorhen," in command, on Feb. 4 (succeeding Lt-Comdr. A. B. Fanshawe). The "Moorhen" is attached to the West River Flotilla.

The "Aphis" and "Ladybird," coming from Malta, will be employed on the Yangtze River, under H.M.S. "Ree," flagship of Rear-Admiral J. E. Cameron (S.N.O.).

"Hawkins" Captain promoted.

Latest Naval appointments include:

Captain L. W. Braithwaite, D.S.O., D.S.C. (of H.M.S. "Hawkins," in command), Flag Captain and chief of staff to Vice-Admiral Sir Reginald Tyrwhitt (commander-in-chief, China Station), to be Commodore 2nd Class as from Feb. 1.

This brings the China Command into line with those in the Mediterranean and Atlantic, in which the chiefs of staff are granted the rank of commodore. The responsibilities of the C.O.S. in China are naturally much increased owing to the present situation, says the "China Express & Telegraph."

Pay Comdr. L. R. Barker to H.M.S. "Tamar" on April 10.

Pay Lt. A. L. Craig-Jefferys and Pay Sub-Lt. G. F. Franklin to H.M.S. "Hawkins," for duty in the Admiral's office (on relief), additional, temporary.

Naval Transport Officer.

Captain F. H. Elderton, Royal Indian Marine, whose appointment as temporary Commander, R.N., was gazetted last month, is to carry out the duties of Principal Naval Transport Officer at Shanghai.

Captain Elderton, now 62, has many associations with China. During the Boxer troubles of 1900 he was twice mentioned in despatches for service as Principal Transport Officer, and was appointed a member of the D.S.O. In the late war he was Divisional Naval Transport Officer at Rouen and at Dover, and was made a C.M.G. He married the eldest daughter of Mr. A. M. Eckford of Chelso, China.

650 Men Due Shortly.

Twenty-four officers, Royal Artillerymen, and members of the Army Service Corps, to the number of 680, embarked on the Blue Funnel liner "Bellerophon" at Liverpool on Feb. 5 for China and are due here this week end.

In addition there were on board about four hundred horses and mules and a number of heavy motor wagons and stores.

The remaining half of the 5th Armoured Car Company, Royal Tank Corps, left Scarborough by special train shortly after midnight on Feb. 5 for Liverpool, to embark for China.

H.K.V.D.C.

NEW PROMOTIONS AND APPOINTMENTS.

The Governor has made the following promotions and appointments in the Hong Kong Volunteer Defence Corps:

Second Lieutenant Kenneth Sinclair Morrison to be Lieutenant, with effect from March 8, 1927.

Second Lieutenant John Norrie Owen to be Lieutenant, with effect from March 8, 1927.

Second Lieutenant Arthur Harry Penn to be Lieutenant, with effect from March 8, 1927.

Second Lieutenant Reginald Robert Davies, M.C., M.M., to be Lieutenant, with effect from March 8, 1927.

Lance-Sergeant Stanley Jarvis, M.C., to be Second Lieutenant, with effect from March 11, 1927.

The Colony had a clean bill of health yesterday.

OPIUM TRAFFIC.

A REQUEST BY THE CHINESE DELEGATE.

Geneva, March 11. The Council of the League of Nations has adopted the report on the opium traffic.

Mr. Chao Hsin-chu (China) requested the advisory committee to accept the figures of the Chinese Maritime Customs in preference to those supplied by the International Anti-Opium Association of Peking.

He declared that the figures would be communicated through a Chinese representative to the League.

Colonel McCormack, Adviser to the Persian Ministry of Finance, presented a report purporting to show that prohibition, of the cultivation of poppies in Persia would not materially affect the use of narcotics in the West, and that the curtailment of manufacture is more important than restriction of cultivation.—Reuter.

Persia's Policy.

Mr. McCormack added that Persia agreed after three years to reduce opium production ten per cent. a year for three years and thereafter to decide on a policy in accordance with the general situation.

The Government in order to facilitate reduction would exempt from taxation lands where the poppy was cultivated and would grant special loans the assist proprietors in abandoning cultivation.

The Council decided to place the cultivation of the poppy in Persia on the agenda of the next Assembly of the League and to convene a conference at Geneva in November to draw up an international convention abolishing the import and export prohibitions and restrictions.—Reuter.

BRITISH CINEMAS.

BILL TO REGULATE FILM SUPPLY.

London, March 11.

The Government's cinematograph films Bill, passed the first reading in the House of Commons on March 10. The text has already been published. The Bill relates to so-called "feature films," or to films depicting stories and dramas. The Bill requires all such films to be registered at the Board of Trade and restricts so-called blind booking and advance booking.

The Bill imposes an obligation on renters to acquire a minimum length of British films as compared with the total length of films handled. The quota is fixed at 7½ per cent. for 1928, increasing 2½ per cent. a year until it reaches 25 per cent. Exhibitors are under a similar obligation except that their quota does not become operative before 1929.—Reuter.

A WITNESS IN TROUBLE.

The Chinese charged with theft of a flannel shirt from the engineers' cabin on board H.M.S. "Hollyhook" at the Naval Yard was again in Court this morning.

The witness called by the accused at first said, accused was scraping the floor with him in the cabin, but later said accused was working above.

After he had been warned by the Magistrate that he would go to jail for perjury if he insisted in contradicting himself, the witness admitted he did not know anything about the accused's work on the ship.

Accused was fined \$10 or two weeks' jail.

MORE DOG BITES.

A mongrel dog belonging to Mr. E. S. C. Brooks of No. 9, Queen's Gardens was taken to Kennedy Town quarantine yesterday after biting a Chinese man employed by Mr. More, who occupies No. 7, Queen's Gardens.

A Chinese man of Nga-tan village East, near Kowloon City, has been admitted to the Kowloon Hospital as the result of being bitten by a dog. It was deemed that medical treatment would be necessary and the dog is under observation at Kennedy Town.

The Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, March 21.

TRESPASSING.

CHINESE IN AN EMPTY ROOM.

A Chinese was this morning charged before Major Willson with trespassing at No. 3 Peak Road.

The No. 1 Boy of the house said he found accused in an empty room. When questioned, accused said he was engaged by an old lady to carry something. As witness was taking accused outside to hand to a police constable he broke loose and ran along Robinson Road into the Glenalee where two schoolboys helped witness hold accused until an Indian constable came along and took him in charge.

The Magistrate gave a remand until to-morrow for the police to make enquiries with a view to trying to locate the old lady accused spoke about.

VACCINATION.

WORK BY THE AMBULANCE BRIGADE.

The Y.M.C.A. division of St. John Ambulance Brigade vaccinated 4,600 Chinese persons last week.

By special request the work was continued this week and up to yesterday another 2,265 persons had been treated.

At present there is a great demand for the services of members of the Brigade and, in consequence, the campaign will be developed on a much larger scale next week.

It is intended to open about twenty stations in Hong Kong and Kowloon on which all divisions of the Brigade will be engaged. Chinese are asking for vaccination in very large numbers.

STREET CHASE.

JAIL AND BIRCH FOR STREET SNATCHER.

While Miss Grace de Roza and her father were walking in Caine Road at 5 p.m., yesterday a Chinese youth bumped into the lady and snatched a gold chain with a heart-shaped pendant. Miss Roza chased the thief who was eventually stopped by a European Sanitary Inspector. A search revealed the ornament in the accused's pocket.

The Magistrate convicted, and a previous conviction having been recorded, ordered accused to go to jail for three months and to receive twelve strokes of the birch.

FORGED BANK NOTES.

A Chinese was charged before Major Willson this morning with the possession of two forged \$10 notes of the Hong Kong and Shanghai Bank, and with attempting to pass one of them at a Gage Street stall.

Mr. F. E. Nash, who appeared for the defence, asked for a remand.

As a bank assistant was present in Court the Magistrate proposed to take evidence of falsification first.

Mr. Nash replied that he was prepared to admit that the notes were forged.

A remand was given until 11.30 on Tuesday morning, bail being allowed in the sum of \$500.

AGGRESSIVE CHAUFFEURS.

Two Chinese chauffeurs, one employed by Capt. Bagram, were charged before Mr. R. E. Lindsoff with fighting in Wanchai yesterday.

Mr. M. W. Lo, who appeared for one of the men, asked that both be bound over for a long period as this was not the first time the men had engaged in such affairs.

The Magistrate bound them over in the sum of \$100 each to keep the peace for twelve months, remarking that they would go to jail if caught fighting again.

The name of Mr. Mah Sau-shan, 249, Queen's Road Central, has been added to the Colony's register of medical practitioners entitled to practise medicine. Mr. Mah Sau-shan's qualification is given as follows:—Aikakushi of the Aichi Medical College, Japan (1921).

Mr. B. W. Bradbury, of the Dairy Farm, Ice & Cold Storage Co., accompanied by Mrs. and Miss V. Bradbury sailed to-day on the "Kikano Maru," bound for Home.

Mr. Bradbury is President of the Craggenger Cricket Club and has just relinquished the Presidency of the Lawn Tennis Association.

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